



Hongkong Daily Press.

ESTABLISHED 1857

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No. 20,075 號五十七零萬二第 日五初月九年戌壬 HONGKONG, TUESDAY, OCTOBER 24TH, 1922. 二拜禮 號四廿月十年一十國民華中 PRICE, \$3 PER MONTH

INTIMATION

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DRY GIN (LONDON STYLE)
BLACKBERRY BRANDY
CREME DE CACAO
CREME DE MENTHE
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CURACAO, ORANGE (In Stone Crucifixes)
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TIME-TABLE.

WEEK-DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 10 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.00 p.m. every 30 minutes
11.15 p.m. to 11.45 p.m. every 15 minutes

SATURDAY.
Extra Car—12 midnight.

SUNDAY.
7.00 a.m. to 8.30 a.m. every 15 minutes
8.30 " " 11.00 " " 10 " "
11.15 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.00 p.m. every 30 minutes
11.15 p.m. to 11.45 p.m. every 15 minutes

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Season ticket will be issued until payment
thereof has been made in Bank Notes or
Cheques or Comrades of the same.

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TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15TH, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS											
Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
CANTON (Ed. Sta. Road)	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
SHEN LUEN	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00

UP TRAINS											
Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shen Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00

* Will stop at Taipo and Sheungshui, except on Sundays and Public Holidays,
for First-Class Passengers on Notice being given to the guard at Kowloon.
** Will stop at Taipo and Sheungshui for first class passengers on notice being
given to the guard at Kowloon.
SHEAU KOK BRANCH.
a.m. a.m. p.m. p.m.
Fauling ... dep. 7.45 11.30 2.30 5.15
Shatauk ... dep. 8.40 12.25 3.15 7.15
The Railway Administration do not guarantee that the ferries mentioned in this
table will connect with the trains as shown.
Further information may be obtained at the Railway Office, Kowloon,
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Chuzenji (Nikko)	Kyoto Hotel	Nagoya Hotel	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki
Lakeview Hotel	Miyako Hotel	Nara Hotel	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki
Kamata Hotel	Matsuyama Hotel	Nikko Hotel	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki
Kanazawa Hotel	Miyajima Hotel	Kanazawa Hotel	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki
Mikasa Hotel	Miyajima Hotel	Nikko Hotel	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki
Mampai Hotel	Miyajima Hotel	Osaka Hotel	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki
Kobe Hotel	Miyajima Hotel	Osaka Hotel	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki
Oriental Hotel	Miyajima Hotel	Osaka Hotel	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki
Tor Hotel	Miyajima Hotel	Osaka Hotel	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki	Shimonoseki
IN TAIWAN (FORMOSA)											
Taihoku - Taiwan Railway Hotel											
IN CHOSUN											
Kajon (Seoul) - Chosen Hotel											
Fusan - Fusan Station Hotel											
Chingha - Chingha Station Hotel											
IN MANCHURIA											
Changchun - Yamato Hotel											
Dairen - Yamato Hotel											
Fushun - Yamato Hotel											
Hsiching - Yamato Hotel											
Ryefun (Port Arthur) - Yamato Hotel											

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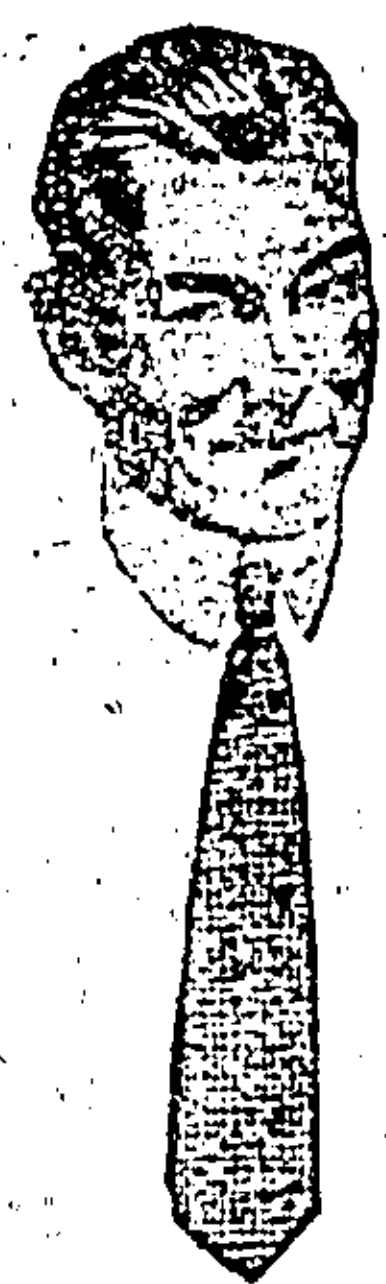
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CHILD LABOUR IN THE EAST. BRITISH LOYALTY TO LEAGUE COVENANT.

A correspondent in the *Manchester Guardian* writes:—

The announcement that the Hongkong Government is introducing legislation for the protection of child workers affords another illustration of the loyalty with which Great Britain is observing the obligations which it undertook towards labour in signing the Covenant of the League of Nations and the labour section (part xiii.) of the Peace Treaty.

By article 28 of the Covenant the Government promised to endeavour to secure and maintain fair and humane conditions of labour for men, women, and children both in its own country and in all countries to which its commercial and industrial relations extend.

By article 421 of the Peace Treaty (part xiii.) the Government undertook "to apply conventions, which they have ratified in accordance with the provisions of this part of the present treaty, to their colonies, protectorates, and possessions which are not fully self-governing—(1) except where, owing to the local conditions, the Convention is inapplicable; or (2) subject to such modifications as may be necessary to adapt the Convention to local conditions."

The first session of the International Labour Conference held under part xiii. of the treaty, at Washington in 1919, adopted a number of conventions dealing, among other things, with hours of labour and juvenile employment. So far as Great Britain is concerned, but the conventions relating to child labour have been ratified and put into operation. The new legislation proposed for Hongkong therefore appears to go beyond what the British Government was pledged to do, for it contains provisions not only prohibiting the employment of children in certain industries, prohibiting the employment of children under ten in any industry, and prohibiting the carrying of heavy weights by children under twelve, but also limiting the hours during which children may be employed.

Exact details of these proposals are not yet available, but it is clear from the summaries to hand that they represent a substantial advance on the existing system, and mark a step towards the realisation of that universal standard of humane working conditions, the establishment of which is the first object of the international labour organisation.

A NEW BLUE FUNNEL STEAMER.

A NEW FORM OF BOW.

The *Autolytus*, which is being built by Messrs. R. and W. Hawthorn, Leslie and Co., for Messrs. Alfred Holt and Co., is constructed with a specially designed rake stem, a new form of bow. Not only is a large amount of rake provided, the exact figure being 1 in 4, but the forward edge has been well rounded off above the water line. The object of fitting this form of stem in preference to the usual vertical or almost vertical form is two-fold. In the first place it is claimed that the attenuated rake limits the extent of the damage that would be incurred, in the event of a collision, to those parts of the vessel's structure which are above the water line, thereby minimising the risk of underwater damage to both vessels involved and reducing the risk of foundering due to flooding, particularly in the case of the vessel that is rammed. The reason for rounding the fore side of the stem is to avoid the chafing of mooring ropes when these cross over the bows. The cost of this form of construction is somewhat greater than that of the usual type, but it is considered by the owners of the *Autolytus* that the expense is justified in view of the additional measure of safety afforded and the subsequent saving in mooring ropes.

The ordinary form of rectangular rolled steel bar is employed for the lower part of the stem, this being of section 10 in. by 3 in., and it is carried up to just above the 20-ft. water line, where it is scarped for a length of 2 ft. 6 in. The stem bar is liberally rounded off on the fore side above the 8-ft. water line. The upper portion of the stem is formed of a flanged tapering fashion plate carried from the top of the bow chocks down to about the 28-ft. water line. This is constructed of 4-in. plating, double riveted to the shell plating, the seam being arranged parallel to the forward stem of the edge for the sake of appearance. This fashion plate is of too great a length to be made in one piece, so a double-riveted butt-joint is provided having the butt strap on the inside.

Between the fashion plate and the stem bar there is a steel casting about 10 ft. long embodying on the forward side all the curvature necessary to work down the form of the tapering fashion plate into the flat bar. This casting is scarped at its lower edge, while at the top, which is hollowed out, there is a rabbet to take the bottom edge of the fashion plate. The casting has a rabbet on each side to house the ends of the shell plates, the whole forming a neat and continuous surface throughout its entire length. The rivets employed in joining the shell plating to the stem and to the casting and also in the scarf are of 1 in. diameter, spaced 5 diameters apart, centre to centre, and wherever possible through rivets are employed, tap rivets being fitted only where necessary.

Mr. Britten, a member of the House of Representatives at Washington, has introduced a motion urging that the United States shall no longer hold aloof from active participation in the affairs of Europe.

THE NEW BRITISH MINISTER TO PEKING.

SIR RONALD MACLEAY'S DEPARTURE FROM ARGENTINA.

The *Times* correspondent at Buenos Aires, cabling on September 15th, said:—The dinner given last night by Dr. Pueyrredon, the Argentine Foreign Minister, in honour of Sir Ronald Macleay, the British Minister, who is being transferred to Peking, and Lady Macleay, was a brilliant affair. Seventy persons were present, including the Cabinet Minister and the heads of the Embassies and Legations. Dr. Pueyrredon paid a very sincere tribute to Sir Ronald Macleay's work here.

To-day President Irigoyen gave Sir Ronald Macleay a farewell audience which lasted forty-five minutes. The Minister tells me that the President said he was an ardent admirer of England, which he considered the great factor for good in the world. Sir Ronald Macleay ventured to suggest that after leaving the Presidency Senator Irigoyen might use his influence with the great Radical Party to procure a benevolent attitude towards British capital, which was now somewhat timid. Senator Irigoyen replied most cordially, saying that his great idea was that Argentina should have only one creditor, namely, England, but that the recent world circumstances had prevented its realization.

SIR BEILBY ALSTON CHIEF GUEST AT PEKING CLUB DINNER.

Sir Beilby Alston was the chief guest at a farewell dinner given at the Peking Club, on October 11th, by a representative gathering of British members of the Club. Sir Francis Aglen presided and there were upwards of forty present, including the senior Members of the Staff of the British Legation, who were also guests.

Sir Francis Aglen, in an exceedingly interesting speech, drew upon his long experience of China and his intimate knowledge of foreign relations with this country in linking up Sir Beilby Alston's period of service in China with the periods of his illustrious predecessors. Among these brilliant diplomats Sir Francis instanced several whose work represented the chief historical features of foreign influence in China. Touching lightly upon their individual characteristics, he told many amusing incidents of their careers known to but a few if any of the others present, down to the time of Sir John Jordan's departure and the extremely difficult years in which Sir Beilby Alston had maintained with such tact and skill the best traditions of the British Empire. The history of foreign relations with this country would give Sir Beilby Alston an honoured place among British Ministers to China.

Gracefully, Sir Francis Aglen referred to the rare courtesy that the British Minister had shown on all occasions to those with whom he had been brought into contact in the course of diplomatic affairs and social intercourse, to the unvarying consideration he had shown always to British subjects, to Sir Beilby's great charm of manner and good fellowship, which had made him a most welcome guest at all gatherings.

Voicing the feelings of those who had gathered there to honour the Minister and those whom the limited space had precluded, Sir Francis expressed sincere regret at the forthcoming departure of Sir Beilby Alston, and for the illness which necessitated his removal to a warmer climate. All hoped that the transfer would lead to complete recovery.

Sir Francis Aglen, whose address had met with frequent applause, then proposed the health of Sir Beilby and Lady Alston, whom all were so delighted to honour and their son and their daughter, with hearty wishes for their success and happiness.

Sir Beilby Alston, in a delightfully humorous speech, recounted numerous incidents of diplomatic and international life, having to pause frequently to allow the laughter and applause to subside, concluding with sincere expressions of appreciation of the honour paid to him that evening.

DR. REINSCH'S ILLNESS.

Dr. Paul S. Reinsch, former American Minister at Peking, and now an Adviser to the Chinese Government, was brought to Shanghai on the str. *Poyang* from Hankow last Wednesday and is now confined to the Victoria Nursing Home, seriously ill.

Dr. Reinsch fell ill on the train en route from Loyang, where he had been visiting General Wu Pei-fu, to Hankow. Upon arrival at Hankow he was placed in hospital, and then put aboard the *Poyang* to be brought to Shanghai.

Mr. S. G. Lowrie, who accompanied Dr. Reinsch to Shanghai, says that while Dr. Reinsch is somewhat better, he will probably be confined to the hospital for some time, and because of the severity of his illness he is not able to receive visitors. —*N.O. Daily News*.

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SPORT.

FOOTBALL

A meeting of the Hongkong Football Association was held at Victoria Barracks, at 3.30 p.m. yesterday. Mr. G. T. May presided over a large gathering of Football Club representatives.

Applications from St. Joseph's College to play German, of the Holyhood, was approved and a similar application from the United A.C. to play Dewy and Chilton, R.A.M.C., was also approved.

Owing to the continued absence of the warships from port the question of altering the fixtures to suit the teams present was discussed and, as some of the ships are expected in before Saturday, November 4th, it was decided to let the fixtures stand as arranged, after Saturday, 28th inst.

The Oiklers United applied to change the name of their team to the Fleet Auxiliaries and this was approved.

As no reply had been received from the H.K.F.C. relative to the Association's request to hand over the Challenge Shield, the Secretary was instructed to write to the Club for a definite ruling as to their intentions.

The Hongkong F.C. asked the meeting to write to Shanghai Football Association and invite them to Hongkong, with a view to playing an Interport Match with the Colony. The meeting approved and the Secretary was instructed to communicate with Shanghai Football Association.

The Secretary of the Garrison Football applied to the Association to give their approval for a number of charity matches between the Army and Navy, and Rest of Colony. The meeting approved of January 1st being allotted for the annual Navy v. Army match for service charities. The other dates were deferred to the next meeting.

The Treasurer of the National Institute for the Blind asked for assistance from the Association and affiliated clubs and it was decided to play a match on Monday, November 13th. The proceeds of the game to go to this deserving charity.

The E.A.S.M.A. are to have the pick of the players who are *bona fide* members, and they will play a team chosen from the Rest. By permission of the H.K.F.C. this match will be played on the Club ground. Kick-off, 4.15 p.m. E.A.S.M.A. to play in blue and the Rest in red.

The meeting unanimously approved to put up a Challenge Trophy for the Junior teams on the "knock-out" system, at the end of the season.

GARRISON WATER POLO.

88th Co., R.G.A. having won the Garrison League and the Gasconne Challenge Cup, played a final match against a team chosen from the rest of the League. The 88th Co. won, by six goals to one. McDade scored a goal, Wood and Collyer one each for the winners, while Paul of the King's Regt. got through for the Rest.

H.E. the G.O.C., General Sir John Fowler, who was an interested spectator throughout the game, presented the cup and medals to 88th Co. In introducing the General, Col. Butterworth, President of the Garrison Recreation Club, said the 88th Co. had won the League without a defeat.

Other officers present included, Major Wright, O.C. King's Regt.; Major Hickling, R.G.A.; Lieut. Chester and Lieut. Biggs.

Col. Butterworth called for three cheers for the General, which were heartily given, followed by the usual "tiger."

TENNIS.

SHANGHAI LADIES' SINGLES CHAMPIONSHIP.

Mrs. C. D. Pearson won in the final round of the Ladies' Singles Championship at Shanghai last week defeating Mrs. E. P. Hicks, 6-1, 6-2.

At the conclusion of the game, Mr. J. D. Brown, Hon. Secretary of the Lawn Tennis Association, when congratulating Mrs. Pearson on yet another success, remarked that this year the Ladies' Singles had had a record entry, and this was to a great extent due to the energetic work of Mrs. J. Elmore. Mrs. Hicks, he said, had put up a splendid fight, and although a newcomer, had convinced the spectators that she would have a great deal to do with the efficiency and improvement of tennis amongst ladies in Shanghai, henceforward. He added that Mr. C. H. Humphry had very kindly presented a cup for the Ladies' Singles Championship, to be won three times in succession or four times in all by the same lady before becoming her property.

Dr. Marshall then presented the prize cups to Mrs. C. D. Pearson and Mrs. E. P. Hicks.

INTERPORT GOLF.

The Manila Interport Golf team which is to play here next month has arranged to go to Shanghai afterwards to play a match there. The team is to consist of Major E. A. Noyes, Messrs. Walter Z. Smith, J. E. H. Mason, John Grieve, G. Todd and Frank L. Manderfeld.

Of these players three, Major Noyes, Mr. Smith and Mr. Manderfeld, are Americans, and the remainder of the team are British. Manila announces that the best players able to make the trip have been selected. The team is leaving Manila on November 2nd by the *President Pierce* and is due to arrive in Hongkong on November 4th, between that date and November 8th, the interport match will be played at Hongkong, and on the latter date the team will leave by the *Kwana Maru* for Shanghai, reaching there on the 12th. The stay in Shanghai will be until the 16th and the return journey will be made by the *Empress of Russia*.

(Continued at foot of next column.)

HONGKONG BOXING ASSOCIATION.

MR. R. M. DYER ELECTED CHAIRMAN.

Sir William Rees-Davies presided at the annual meeting of the Hongkong Boxing Association held at Messrs. Jardine, Matheson's Board Room, last evening. There were also present Mr. W. Logan, Mr. E. M. Dyer, Mr. J. S. McCann, Insp. Watt, Sp. Insp. Marks, R. O. Grimmett, L. O. Ward, Mr. E. O. Kerrison, Mr. J. Brooks (manager) and Mr. G. G. N. Tinson (secretary).

The Chairman proposed that the report, (already published) be approved. He said:—Gentlemen, I propose to take the General Committee's report and statement of accounts for the year ending June 30th, 1922. You will notice that tournament account receipts have risen, exclusive of Mr. J. Scott Hurston's generous gift of \$100—over \$4,250—compared with those for the previous year, and are in fact the highest since the Association was formed. General account receipts are also slightly in excess of those for previous years, but membership shows a decrease of six compared with the previous year. It is hoped that it will increase this year.

The Featherweight Championship was won by Leading Stoker Britt, who knocked out Neale in the first round at the November tournament. The Heavyweight Championship was won by Pte. Wilkins, R.M.L.L., Petty-Officer Cover retiring in the 11th round and the Middleweight was won by A. B. Duncan, Chief Petty Officer Callaghan retiring in the 6th round. The Novices' Tournament, with which the season concluded, was an unqualified success, no less than 112 entries being received. It was, however, a source of disappointment to your Committee that so few entries from the Police and civilians were received. The King's Regt. are to be heartily congratulated on winning the Unit Championship with 48 marks, the Flaggish H.M.S. Hawkins being runners up with 14 marks.

Your Committee wish to express the Association's thanks to the Hon. Mr. A. R. Lowe for again kindly auditing the accounts.

The report and accounts were then put to the meeting and passed unanimously. The Chairman mentioned that only one nomination had been received for the position of Chairman—Mr. R. M. Dyer—proposed by himself and seconded by Revenue Officer Ward. It was a very great pleasure to him to propose Mr. Dyer, who was a thoroughly good sportsman and who took a most active interest in the Association, and all its boxing meetings. He could conceive of no one more competent than Mr. Dyer to discharge the duties of Chairman. (Applause.)

The resolution was carried with acclamation and Mr. Dyer suitably responded.

Mr. F. C. Jenkin was elected Vice-Chairman, on the proposition of Mr. Dyer seconded by C.P.O. Clark.

Mr. A. Murdoch was re-elected official referee; Mr. J. Brook, manager and Mr. G. G. N. Tinson, secretary. Retiring members of the Committee were re-elected as follows:—Messrs. J. Scott Hurston, F. O. Hall, A. J. Clark and W. Ward. To fill a vacancy, Mr. C. M. Young was elected. The Hon. Mr. A. R. Lowe was re-elected hon. auditor, and thanked for his services, on the proposition of the Chairman.

Mr. Dyer moved a hearty vote of thanks to Sir William Rees-Davies for his services as Chairman and remarked that the success of the Association had been largely due to the Chairman's efforts. The motion was carried and the Chairman replied that it had been a sincere pleasure to do what he could.

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SERIOUS CHARGES AGAINST A POSTMAN.

SIXTY-THREE LETTERS FOUND IN A WATERCOURSE.

ALLEGED DECEPTION OVER A REGISTERED PARCEL.

The need for a postal reform, at once necessary and easily attainable, was suggested by a case heard at the Magistrate's Court, by Mr. R. E. Lindell, yesterday afternoon. On the receipt form for which the public sign for registered postal matters the word "parcel" or "letter" is written, in English, by the postal official, but the Chinese character for "parcel" or "letter" is not added. When the recipient is Chinese, therefore, he signs a receipt form which is entirely in English so that, in most cases, he has only the postman's word for what he is signing.

In the case before the Court it was alleged that a Yau-mat postman called at a private address and said, "Registered letter for you." He gave the recipient an envelope, but the receipt form, which the addressee signed in ignorance of its meaning, said "one parcel." The Post Office authorities were therefore quite satisfied when the postman brought back the receipt form, but the recipient was not very pleased when he opened his envelope and found it contained only a blank piece of paper. He was, indeed, very much mystified and he told the Court that he stepped the sheet in water, thinking that might bring into view writing in invisible ink. At last, at the suggestion of a friend, he went to the police station. That was at 2.30 p.m. on Sunday, October 22nd, and at 3 p.m. Chan Kai, a new postman in Yau-mat, was arrested.

Inquiries were made and a further discovery, by a P.W.D. constable, of 63 letters in a dry watercourse led to the postman being charged with "theft of a parcel said to contain two gold-mounted rattan bangles, the property of the Postmaster General and "delaying or suffering to be delayed, sixty-three letters."

The Crown Solicitor (Mr. H. K. Holmes) prosecuted and Mr. Leo d'Almeida defended. Evidence on the charge of theft was taken first, and the Magistrate intimated that he would ask the Second Magistrate to deal with the charge of delaying the mails. He (Mr. Lindell) convicted on the first, might prejudice his mind against the defendant in regard to the second charge.

In opening, Mr. Holmes explained that, on Oct. 2nd, one registered parcel, with several unregistered letters, came to Yau-mat from Hongkong. The official on duty signed for the registered parcel and it was given, with other postal matter, to the defendant to deliver. In due course the defendant brought back the receipt form for the parcel, duly signed and chopped by the addressee. Some days later, however, the addressee brought to Yau-mat Police Station an envelope, which had never been through the post at all, but which bore a 45 cent stamp, "the amount of the stamp which the parcel bore, though, of course, a letter would not rightfully bear a stamp of such a high denomination as 45 cents. It was evident that a used stamp had been affixed to the envelope, because the marks of the defacing stamp did not extend beyond the postage stamp as they would do normally. There were other evidences, quite clear to a postal official, that the envelope had never been through the post at all."

The defendant was arrested and the discovery by a P.W.D. constable of 63 letters in a dry watercourse led to a further charge being preferred against the postman. Mr. Holmes explained that it could be proved that these letters were handed to the defendant for delivery because they all bore a private chop, of which there was one for every postman. The chop on these letters was the one that identified the defendant.

As to the defendant's connection with the Post Office, Mr. Holmes said the man had been a coolie for nearly two years but had lately been promoted to postman. From September 25th to the end of the month he was instructed in his duties as a postman by himself; the present charge related to October 2nd and the man was arrested on October 8th.

Mr. Leo d'Almeida brought out, in cross-examination of a witness, that the defendant was recommended to the Post Office by Mr. Eldon Potter.

Amongst the witnesses for the prosecution was Mr. Perpetuo, clerk-in-charge of postmen, who said it was not unusual for some days to elapse, as in this case, before a complaint was made by a member of the public, as to wrong delivery.

The Magistrate: Can you conceive why people should wait as long as six days?

Mr. Perpetuo: They may wait a little, thinking something has delayed the Post Office.

The addressee of the letter—a matched contractor in Shanghai Street—gave evidence that when the defendant brought the letter he said "Registered letter for you." Witness signed and chopped the receipt form, but he could not read it as it was in English. He did not know that he ought to have received a parcel, but he was expecting a parcel, he had been advised by the previous mail from the Straits Settlements of a wedding present for his daughter. (This letter was produced.) The witness went on to describe his mystification, and the measures he took, when he found the envelope contained only a blank piece of paper. It was not until a friend suggested that it might be a forgery, and he went to the police station.

At this stage the hearing was adjourned until Friday.

THE CAREER OF A CROOK.

SOME ENTERPRISES OF "CHINA HOUSE."

We recently drew attention to an exposure in *Truth* of a Mr. Edwin Alexander Enever, of 77, Knightsbridge, S.W., who was said to have figured discredibly in action after action in the Courts and likewise in three bankruptcies in 1914, 1918, and 1920. *Truth* of September 29th has another scathing article on this gentleman under the heading: "The Career of a Crook." We have not the space to give the whole article but readers in this part of the world will be specially interested in the position of the article we quote below:—

Among over a dozen companies located at 77, Knightsbridge—also known as China House—is Humphrey and Denman Limited. It is a private company with the formation of which Enever had nothing to do. Its original object was abandoned, and Enever bought for an old joint-stock skeleton of the company in order to turn it to an entirely different purpose. In his hands, Humphrey and Denman became in January last a company with an option to acquire a company with an interest in a concern styled the Heng-Chow Co., Limited, which, it appeared, was formed by other parties to acquire certain mining concessions in the province of Hunan, Central China, from a Mr. Archibald Grant. On this rather shadowy basis upwards of £25,000 has been subscribed for shares in Humphrey and Denman, chiefly by retired officers as a qualification for the company in China. Several have gone out to Hankow, and I anticipate that they will return poorer but wiser men. They seem, unfortunately, not to have perceived the absurdity of starting a scheme for the exploitation of mining concessions—even supposing they are actually acquired and possess any commercial value—by providing jobs in China at £1,000 a year or so for gentlemen who have no technical or practical experience of such an undertaking, but who happen to be in a position to put down from £2,500 to £5,000 for shares.

Enever has circulated printed "private and confidential" particulars of Humphrey and Denman containing a list of six directors. The list is headed by a lieutenant-general, but as he has repudiated both his directorship and another which Enever thrust upon him, need not mention his name. The remaining names in the list are those of Brigadier-General Sir Godfrey Morgan, Lieut.-Colonel A. R. Davis (Jersey), Lieut.-Colonel M. E. MacTaggart, Mr. H. M. Carlin, and F. A. Enever. A paragraph in the particulars states that Messrs. Alexander Allen and Co., Limited, have agreed "for a consideration in cash or shares to find all the capital necessary for the company (Humphrey and Denman) to carry out its objects." This is instructive, in view of the fact that Alexander Allen and Co. is an Enever concern which holds itself out at 77, Knightsbridge as a bank. The capital is nominally £10,000, and the bulk of the shares stand in the names of Mrs. Enever and other members of the family. The undischarged bankrupt is a director of the bank, which has so far failed to comply with the Companies Act by exhibiting in its office a statement of assets and liabilities—a default which merits the attention of the Board of Trade. In the same printed particulars the potential investor is told that it will be the policy of Humphrey and Denman to "convert" groups of the mines in China into subsidiary companies and that "one of our immediate purchasers would be the Anglo-Chinese Trust and Mercantile Corporation, Limited, which is already registered with an authorised capital of one million pounds sterling (£1,000,000)."

One million pounds sterling! It is a good round sum, but I happen to know that at December 31st, 1921, the only real asset that the Anglo-Chinese Corporation possessed was a trifle of £6,118, 8d., cash at bank, against liabilities to "subsidy creditors" for £48,246. The corporation was formed in 1919 as a subsidiary of Chinese Concessions, Limited, yet another Enever concern, and in June, 1920, a prospectus adorned with some quite respectable names offered for subscription 400,000 £1 shares. The preliminary expenses were estimated at £15,000. Only £1,132 was subscribed in cash! The parent Chinese Concessions, Limited, soon afterwards went into compulsory liquidation, and now the orphan Anglo-Chinese Corporation has been adopted by Humphrey and Denman. According to a document in the form of a prospectus, but marked private and confidential, the directors of the corporation are Lord Teynham (chairman), Sir Godfrey Morgan, Mr. Joseph Kimber (managing director), 23, Philip Lane, E.C.; Colonel W. P. B. Howell, Woodside, Ascot; and Mr. D. V. Grant, 42, Belgrave Park Gardens. This list does not correspond with the last return of directors on the file at Somerset House, and if any of the persons named have not consented to act, or have resigned, I shall, of course, be glad to give publicity to the fact. The prospectus states that the corporation has "secured an option to select four mines out of 392" comprised in the concessions of the above-mentioned Heng-Chow Company, and an issue is announced of £500,000 in 8 per cent. "guaranteed mortgage debenture bonds." It is said that the bonds will be guaranteed by a well-known life assurance company, a policy being issued for redemption at par by drawings commencing in 1932, and continuing at ten years' intervals. How long the drawings would go on is not mentioned, though that is, of course, a fact of vital importance. A capital redemption policy is really not

(Continued at foot of next column.)

THE "SUI YIK" PIRACY.

ATTORNEY-GENERAL ON PIRACY LAW.

The trial of four men alleged to have taken part in the *Sui Yik* Piracy, on August 1st, began at the Criminal Sessions, before the Chief Justice (Sir Wm. Reeves-Davies) yesterday morning.

The following jury was empanelled:—Messrs. W. G. Lawson (foreman), E. J. de Figueiredo, F. C. Todd, D. de B. Newcomb, J. Evans, J. W. Brown and J. P. Pun.

The Attorney-General (the Hon. Mr. J. H. Kinn, K.C.), who conducted the case for the Crown, explained to the jury that the charge of piracy was a very unusual one and, as far as he could ascertain, there had not been a case for over a hundred years. He, personally, could not recall a case here. The penalty for this offence was commonly supposed to be death. They would be relieved to hear that this was not so. Piracy, as a matter of fact, was robbery on the high seas within the jurisdiction exercised in the olden days by the Lord High Admiral of England, who had jurisdiction not only on the sea but even up the rivers of foreign countries where there were British ships. He had power to try offences on British ships and also on the ships of other nations.

Piracy was looked upon with such horror by civilised nations that it was tryable in the Courts of any country, no matter to what nation the ships belonged. In this case the ship in which the piracy occurred was Chinese-owned, flying the Chinese flag. Had it been a British ship, accused might have been charged simply with armed robbery, but as it was a Chinese vessel their only jurisdiction was in respect of piracy, which was an offence against the laws of all civilised nations. The particular statute under which the Court had jurisdiction to try the case was the Admiralty Colonial Offices Act, 1849.

From the story put forward by the Crown it appears that the pirates came aboard as passengers. On the day on which the outrage occurred, August 1st, the Chinese captain was on the bridge, with the boatswain and the chief officer. A man with a revolver terrified the officers into keeping quiet and offering no resistance. The chief engineer was on watch below. All he knew was that the muzzle of a revolver was pointed at him and a voice told him to carry on and keep the engines running, with which order he deemed it wisest to comply. The commander, upon hearing shots fired, was so scared that he straightaway dived over the side. The *Sui Yik* was towing a junk at the time and the frightened commander managed to catch hold of it as it passed and so got aboard again. The second commander was in his office. A pirate appeared and, after firing a shot to intimidate him, ordered him to open the safe. Two pirates, whose faces were masked, seized one of the sailors.

One of the four Chinese guards attempted to put up a fight, but he came off second best. Three men tackled him. The guard attempted to draw his revolver, but the pirates were too quick for him. One slashed off the holster of his revolver with a knife, whilst another snatched the weapon away before he could bring it into play. Another pirate aimed his revolver straight at the unfortunate guard's head and fired point blank. It was a marvel he was not killed. The guard dropped to the deck unconscious and was treated upon the ship's arrival in port. The pirates secured or frightened the remainder of the guards and sailors and then looted the ship, taking four hundred odd dollars in Chinese money, arms, clothing, etc. When the vessel reached San Kok the ship was stopped. Three boats came alongside and the pirates boarded these and got away with their booty. The four men in the dock were subsequently arrested and charged with being concerned in the outrage.

Evidence was then taken and the hearing will be continued.

FATAL MOTOR CAR ACCIDENT

Through a motor-car accident on the Chongshawan Road (the Castle Peak Road) on Sunday afternoon, a young couple was killed. Motor-car No. 103, owned by the Eagle Garage, Kowloon, was passing a place where a footpath joined the road when a coolie ran out from the path, evidently intending to cross the road. The car was so close to the man that, although the driver applied his brakes, it was impossible to stop in time, and the man was knocked down by the left side mudguard and run over by the left side front wheel. He was taken to the Kwong Wah Hospital, in the car, but died a few minutes after admission.

of much practical value if, for instance, the major portion of the issue is only redeemable a century hence. In this instance I am able to say that the use of the name of the assurance company in the prospectus was absolutely unauthorised, and that no redemption policy will be granted by that company to the Anglo-Chinese Trust and Mercantile Corporation. If, therefore, anyone has subscribed for the bonds on the strength of the prospectus, he should at once demand the return of his money.

CORRESPONDENCE.

THE RACE COURSE.

(TO THE EDITOR OF "THE HONGKONG DAILY PRESS.")

Sir,—I observe that considerable alterations are in progress within the Hongkong Jockey Club enclosures. I would like through your columns to offer the following suggestions, which, I trust, will be favourably considered by the Stewards of the Jockey Club.

1.—That the judge's box be brought down to the level of the race course, thus enabling the judge to view correctly a pony or ponies taking the extreme outside course. It is obvious that in the event of a neck to neck race between, say, 3 ponies—one on the inside course close to the rail, one on the middle and the third on the extreme outside—the outside pony cannot be correctly judged from the angle of the elevated position of the judge's box where it at present stands.

2.—With a view to the correct time and distance where the respective posts cannot be judged properly, a coolie, with a flag, standing behind the rail of the training track right in front of each post be stationed, and when the first pony passes the post, a signal be given by a quick dropping of the flag.

For example, in the mile race the starting post is at the back end of the course, and there is nothing to indicate to the time keeper and others interested when the first pony has passed that post and a mere guess is ventured. Likewise, in a 1½ mile race, the starting point is clearly visible, but the first quarter cannot be correctly obtained unless a signal is given when the first pony passes the mile post.

3.—That the practice of allowing the public to select at will certain tickets in the Cash Sweep should be immediately stopped. Certain numbers, say 1 to 300, might be reserved for persons who desire a through number for the meeting and these numbers only may be allowed to be at choice. On the day of the meeting, the tickets should be sold in numerical rotation, commencing from the lowest number of the reserved through tickets not then sold. Thus no one would be allowed to take say "No. 766" when numbers below this have not been sold.

4.—That the paying counters be properly railed or fenced and with "In" and "Out" entrances clearly marked, so as to prevent rushing and scurrage when the lucky ones are collecting their winnings.

Trusting the Stewards will give these suggestions their consideration for the benefit of members and patrons of the Jockey Club, and thanking you, Mr. Editor, for the kindness of your space, I remain, Sir, Yours faithfully,

Hongkong, October 23rd, 1922.

TWENTY-FIVE THOUSAND DOLLAR FINE.

PRISONER OFFERS TO PAY EVEN MORE RATHER THAN SERVE SENTENCE.

Application was made to Mr. R. E. Lindell, yesterday, for revision of sentence in the case in which a Korean was sentenced to six months' imprisonment with hard labour, and a fine of \$25,000, for unlawful possession, on board the s.s. *Mishima Maru*, of a large quantity of cocaine and morphine.

Mr. M. K. Lo, who made the application, said that the prisoner was prepared to pay a bigger fine if the sentence of six months' imprisonment could be suspended, or even reduced to three months'. Mr. Lo said that he was making the application on the ground of the prisoner's present weak state of health, he having undergone two very serious operations, recently, before leaving London. Besides, "as the newspapers had it," prisoner was a refined man who was used to luxurious living, and he submitted that six months in goal would greatly undermine the prisoner's already poor health, and even hasten his death.

The Magistrate said that smuggling was becoming more and more serious, and in the circumstances he did not think that the sentence of six months' imprisonment was excessive. Therefore he would have to refuse the application.

ARMED BURGLARS IN KOWLOON.

No. 176, Coronation Road, Kowloon, the residence of Mr. Lam Chin Wo, an ex-official of Canton, was entered by two men at 5 o'clock on Sunday morning. The burglars climbed a drain-pipe on to the verandah and gained access to Mr. Lam's bedroom by cutting away a pane of glass and pushing back the bolt on the inside. They were armed with revolvers. One of the men seized Mr. Lam and, after threatening to shoot him, robbed him of a diamond ring worth \$1,000. The other man obtained keys from Mr. Lam's wife and opened a chest of drawers from which he stole \$95 in cash and jewellery worth \$50. The robbers escaped after binding and gagging their victims.

Messrs. Liggett and Meyers (Tobacco) Company's godown at No. 1, Connaught Road Central, was broken into during Friday night, and two cases of "Old Mill" cigarettes, worth \$500, were carried away.

For the next General Election the Labour Party has over four hundred endorsed candidates, and negotiations are in progress for another fifty.

WEDDING PRESENTS.

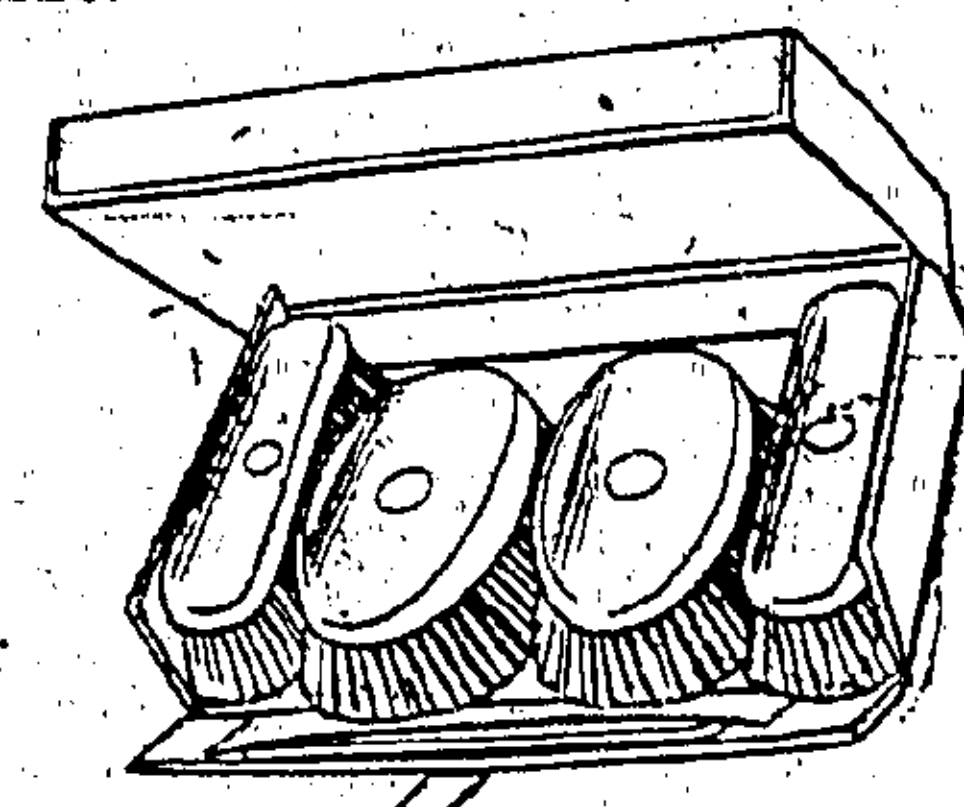
SUGGESTIONS IN SILVERWARE.

By MAPPIN and WEBB'S.

ASPARAGUS DISHES.
BISCUIT BOXES.
CAKE BASKETS.
CALENDARS.
PHOTO FRAMES.
CIGAR BOXES.

CONDIMENT SETS.
CHAIN BAGS.
BUTTER DISHES.
NUT DISHES.
CUTLERY CANTEENS.
TOAST RACKS.

REFINED
AND
DISTINCTIVE.



ENGLISH
AND
EXCLUSIVE.

MEN'S HAIR BRUSHES.

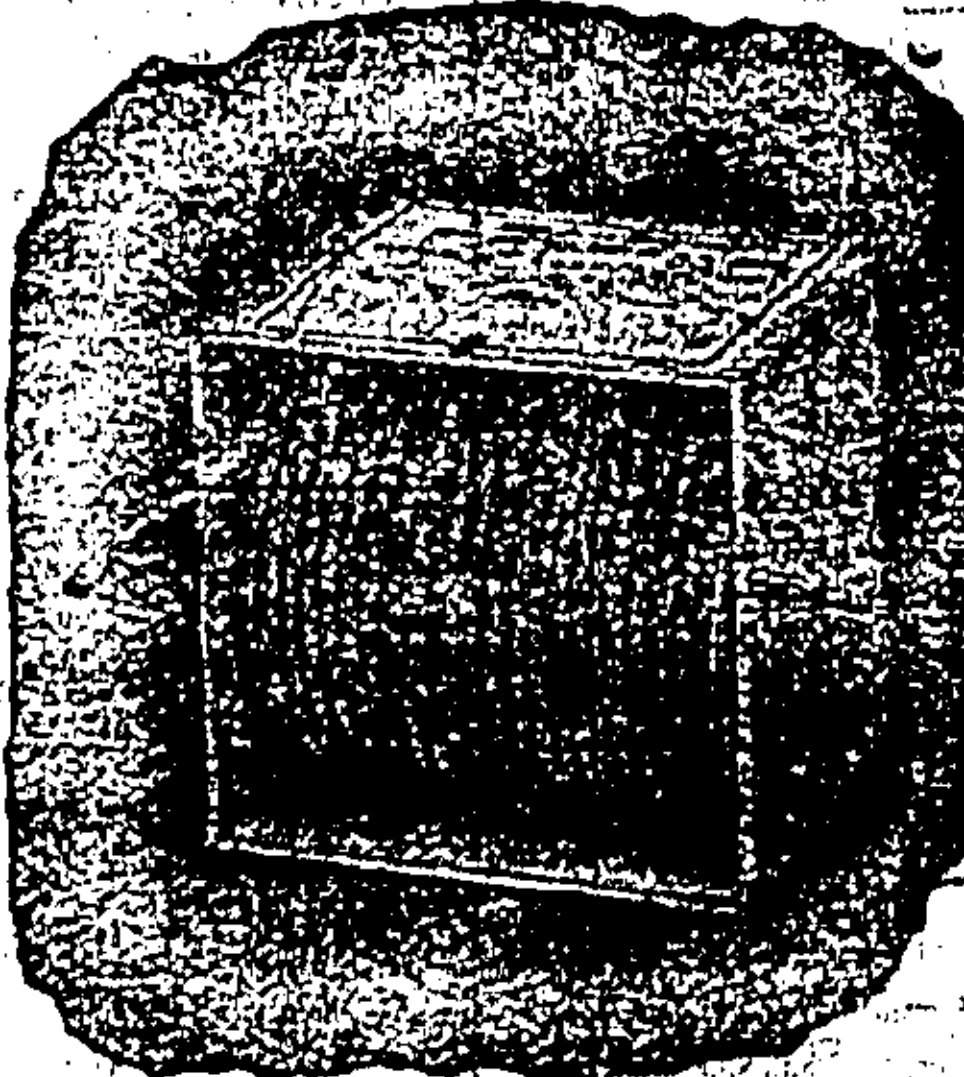
COCKTAIL SHAKERS.
SALAD BOWLS.
FLOWER VASES.
ROSE BOWLS.
SAUCE BOATS.
SPIRIT FLASKS.
ENTREE DISHES.

CLARET JUGS.
NUT DISHES.
SWEET DISHES.
LIQUEUR TOTS.
KETTLES & STANDS.
FISH CARVERS.
HORS D'OEUVRE DISHES.

INSPECTION INVITED.

LANE, CRAWFORD, LTD.

D
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PACKING LANE, CRAWFORD, LTD.

U
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V
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A
L

COLUMBIA RECORDS

"COAL

BLACK

MAMMY"

AT

ANDERSON'S.

Powell
TELEPHONE C. 3146.

JUST A LITTLE BETTER.

This is the reputation that "Keltie" Shoes uphold over their rivals. They are sound and genuine from heels to soles. New stocks just unpacked in all leathers. Price from \$18.50.

THE LATEST FOR

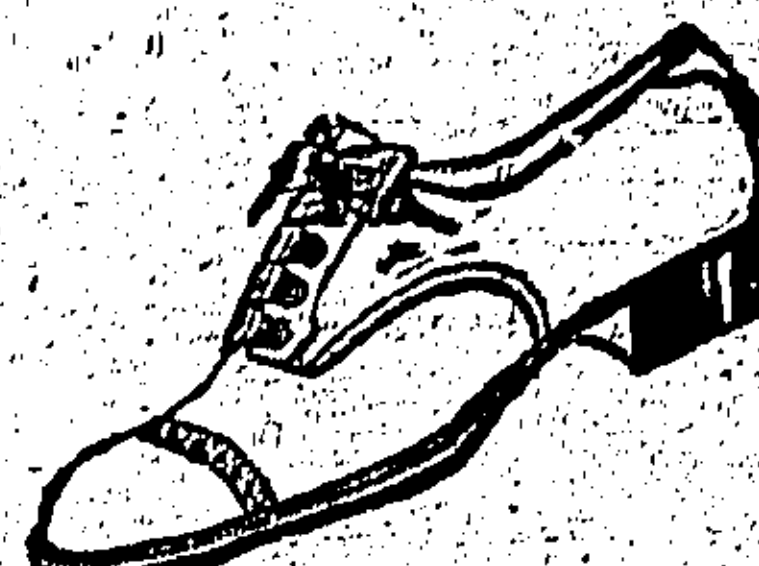
DRESS WEAR.

WALKING

SHOOTING.

GOLF.

Etc.



We are agents for
"SAXONE" FOOTWEAR.

Call and inspect the new models of "Keltie" and "Saxone" at 10, ICE HOUSE ST.

NEW ADVERTISEMENTS

NOTICE

NOTICE IS HEREBY GIVEN that Mr. H. G. THYKES is no longer Manager of our Hongkong Branch and has no further connection with this Company.
Dated the 23rd day of October, 1922.
LIGGETT & MYERS TOBACCO CO., CHINA.
[1654]

NOTICE

NOTICE IS HEREBY GIVEN that Mr. C. W. GAY is temporarily in charge of this Company's Hongkong Branch.
Dated the 23rd day of October, 1922.
LIGGETT & MYERS TOBACCO CO., CHINA.
[1655]

ROYAL HONGKONG YACHT CLUB.
OPENING CRUISE AND LADIES' DAY.

THE COMMODORE and VICE-COMMODORE will be "at Home" to Members and their Friends at the Club House on SATURDAY, 28th OCTOBER, from 3 p.m. onwards.
Ladies' Sailing Races will take place and there will be a Rowing Race for Scratch Fours.
By Order,
F. G. VAUX,
Hon. Secretary.
[1656]

THE ROYAL HONGKONG GOLF CLUB.
NOTICE

OWING to the impending visit of a team from the MANILA GOLF CLUB, the 1st and 2nd rounds of the Championship are postponed till SUNDAY, NOVEMBER 12th.
By Order,
PERCY SMITH, SEYMOUR & FLEMING,
Secretaries & Treasurers.
[1659]

NOUS CHERCHONS.

DANS le but de fonder des succursales dans toutes les localités de personnes de n'importe quel domicile et profession. On ne demande ni connaissances, ni capital en dépôt. Gains environ 1,000 à 2,000 francs par mois. Ecrire: COMPAGNIE D'EXPORTATIONS "URANIA" A VALKENBURG (LIMBOURG) HOLLANDE.
[1653]

AGENT WANTED.

YORKSHIRE Manufacturer of High Class Worsted & Wollen Piece Goods requires Agent for CUT LENGTH Trade in Hongkong. Unlabeled support given to real live agent who can influence Business. Specialized range of New Styles for Men's and Ladies' Wear. Knowledge of Textiles an advantage.
Write stating experience to:—
THE AIREDALE MANUFACTURING COMPANY,
"Colonial Department," 27, King's Arcade, BRADFORD, YORKSHIRE, ENGLAND.
[1658]

CITY HALL.

MONDAY, 30th OCTOBER, 1922, 5.30 P.M.

I. PIANOFORTE RECITAL

HARRY ORE

KINDLY ASSISTED BY

ERIC RICE.

BOOKING AT ANDERSON'S.

ADMISSION—\$3, \$2, \$1. [1652]

VERENIGDE NEDERLANDSCHE
SCHEEPVAART-MAATSCHAPPIJ
(UNITED NETHERLANDS NAVIGATION CO.)HOLLAND-OOST ASIA LIJN
(HOLLAND-EAST ASIA LINE)

NOTICE TO CONSIGNEES.

FROM BREMEN, HAMBURG, ROTTERDAM AND AMSTERDAM.

THE Steamship

"OUDEKERK"

having arrived from the above ports, Consignees of Cargo by her are not to be that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 31st October, 1922, at 5 p.m., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 30th Oct at 10 a.m., by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.
Bills of Lading will be countersigned by JAVACHINA JAPAN L.L.N.
General Agents.
Hongkong, 23rd October, 1922. [1657]

New Consignments of the well-known Vafadiah Egyptian Cigarettes arriving monthly—Crown, Prince, Non Plus Ultra, and Supremes.

FOR THE LADIES—"DAMES" AND

"LA FRANCOISE"

FOR PRICES, WHOLESALE AND RETAIL, APPLY AT THE SOLE AGENTS—

HONGKONG CIGAR STORE.

SHIPS SUPPLIED OUT OF BOND.

1458

INTIMATIONS

THE CHINA LIGHT & POWER CO.
(1918), LTD.

THE FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Company, St. George's Building, Charter Road, Victoria, Hongkong, on THURSDAY, the 9th NOVEMBER, 1922, at 11 O'clock in the Forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 30th September, 1922, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED on TUESDAY, the 31st October, 1922, until THURSDAY, the 9th November, 1922, both days inclusive.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 19th October, 1922. [1640]

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

WE, W. S. BAILEY & CO., LTD. of Hongkong, Marine Engineers and Shipbuilders, hereby give notice that in consequence of change of ownership, we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894 in respect of the ship, launch or vessel "TAI WO" of Hongkong, official Number 123703 of register tonnage 1938 tons, heretofore owned by Messrs. Riss & Co. for permission to change her name to "BAILEY 3" and to have her registered in the new name at the Port of Hongkong as owned by W. S. Bailey & Co., Ltd.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.
Dated at Hongkong, this 21st day of October, 1922.
W. S. BAILEY & CO., LTD.
[1649]

6% FRENCH GOVERNMENT LOAN 1922.

PRICE OF ISSUE: Fns. 497.50
(Payable in cash exclusively).

FREE OF TAXES.

NO PRIZES.

NOMINAL VALUE: Fns. 500.00.

Reimbursable at holder's option, as follows:—
On the 25th of September, 1923 for Fns. 500.00.
On the 25th of September, 1927 for Fns. 507.50.

Subscription list will be closed on the 7th NOVEMBER, 1922.
Applications will be received by:—
THE BANQUE DE L'INDO-CHINE,
Princes Building, Charter Road,
V. MARBOT,
Manager.
Hongkong, 11th October, 1922. [1610]

PARTICULARS
OF
VALUABLE LEASEHOLD PROPERTY

Situate
No. 13, WING HING STREET,
VICTORIA, HONGKONG.
To be Sold by Order of the Mortgagee
By
PUBLIC AUCTION,
IN ONE LOT
On
THURSDAY,
The 2nd Day of Nov., 1922, at 3 o'clock P.M.
By
Messrs. LAMBERT BROTHERS,
At Their Office, DUNDAS STREET.

THE Property consists of First All THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2188 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street, and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2188 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from
Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Voeux Road Central.

Messrs. LAMBERT BROTHERS
Auctioneers.
[1637]

G. B. R.

WANTED.

WRITER in NAVAL STORE DEPARTMENT, NAVAL YARD. Salary \$108. after short period on probation. Apply by letter only, accompanied with testimonials to the Undersigned.

H. G. LOWE,
Naval Store Officer,
Hongkong, 23rd October, 1922. [1660]

THE CORONET.

THOS. H. INCH

PRESENTS
HENRY B. WALTHALL

FALSE FACES.

KOWLOON THEATRE.

DANCE

MUSIC BY OUR OWN
JAZZ BAND

9.15 P.M.

1459

NOTICES TO CONSIGNEES

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.'S STEAMER
"NANKIN"

Arrived HONGKONG on 22ND OCTOBER, 1922.
FROM ANTWERP, LONDON, PORTSAID,
ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo from Persian Gulf, at B.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 22nd October, 1922. [1651]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"HOSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 25th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 19th October, 1922. [1633]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO & STRAITS.

THE Motor Vessel

"GLENGARRY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th Oct., 1922, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 27th Oct., 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 20th October, 1922. [1645]

LADIES AND GENTLEMEN Suffering

from any kind of Disease, however complicated and long-standing the case may be, are requested to write present condition of the disease. Full particulars of treatment, advice, etc., free under cover. "SUI" WORKS, Beadon-square (H.P.), Calcutta (India). [1489]

J. B. LAL.

THE ABLE INDIAN PHYSICIAN FROM SINGAPORE.

is now ready to receive anyone who wishes to consult him on the following diseases: viz., Cold, Catarrh, Headache, Hemiplegia, Earpain, Giddiness, Toothache, Running of the Nose, Neuralgia, etc., etc., and

GUARANTEES TO CURE

the above diseases in less than TWO MINUTES.

I can cure all kinds of Eye diseases as well as other sicknesses and guarantee to cure radically.

A Reward of \$1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of any medicine.

The medicine is my own preparation.

Consulting charge ... \$3.00
Visiting Fee ... 6.00
Consulting hours 9 a.m. to 12 Noon.
" 3 p.m. to 6 p.m.

J. B. LAL,
No. 12, NATHAN ROAD,
KOWLOON.
[1488]

INTIMATION

Burnett's

celebrated

London

Dry Gin

unique in character and

flavour.

GIVES THAT DISTINCTIVE

EXCELLENCE TO

A COCKTAIL.

Blends excellently with

Watson's Stone Ginger

Beer.

SOLE AGENTS:

A. S. WATSON &

CO. LTD.

Wine & Spirit Merchants.

'PHONE CENTRAL 616.

BIRTHS.

OTT.—At Shanghai, on October 15th, to Mr. and Mrs. E. OTT, a daughter.
WILSON.—At Shanghai, on October 18th, to Mr. and Mrs. R. F. WILSON, a son.

DEATHS.

JONES.—At Shanghai, on October 15th, HELENA, wife of J. H. DENVER-JONES, aged 28 years.

ROBERTS.—On October 15th, 1922, at sea on board the s.s. *Luchow*, ISSAC ROBERTS, late Chief Engineer, China Navigation Co., Ltd., and dearly beloved husband of TOM ROBERTS. Aged 66 years.

SMYTH.—At Shanghai, on October 16th, HARRY S. SMYTH (late Probst, Harbours & Co.), aged 46 years.

TAYLOR.—At Glasgow, on October 14th, WILLIAM TAYLOR, formerly of the Old Dock, Shanghai, aged 57.

HONGKONG OFFICE: 10A, DES VOEUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 24TH, 1922.

THE OUTLOOK IN CHINA.

We are hearing little from Peking regarding the Cabinet. A week ago the Cabinet resigned en bloc, and the PRESIDENT refused to accept the resignations. Then the PRIME MINISTER tendered his own resignation and the latest report we have had said the other Ministers of the Cabinet also intended to tender their resignations individually to the PRESIDENT. There is no word that this has yet been done. Judging from a statement made to a body of Japanese journalists whom the PRESIDENT received at his official quarters last week, His EXCELLENCY would seem to be not at all disatisfied with the general outlook in China. He regards the unification of the country as practically accomplished. The Fukien disturbance is not considered to be of serious importance, for the military triumph of "Little Hsu" and General Hsu CHENG, avowedly in the interests of Dr. SUN YAT SEN, has been short-lived. Admiral SAI CHEN PING has temporarily taken over the post of Civil Governor of Fukien, and military dispositions have been made on the borders

of the province by General WE PEI FU, and General CHEN CHING MIN (of Canton) which are expected to prevent the small invading force extending its operations to other provinces, while the reorganization of the local force, which the late Tachun is reported to have joined, in the South of the province, is regarded as adequate to inflict on the invaders condign punishment when it is able to get in touch with them. Nor does the situation in the Three Eastern Provinces seem to disturb the PRESIDENT's equanimity. He pointed out that there were many Fengtien people assisting in the government of the republic, including the Chairman of the Parliament, and Fengtien; like other provinces, was still acting under instructions from the Central Government. The PRESIDENT seemed to regard the difficulties that have arisen in that part of the country as questions for the war lords concerned to settle between them. When we consider what the existing relations are between CHUNG TSO LIN, TAO KIN and WE PEI FU, the PRESIDENT, by his statement, shows that he is not lacking in optimism. It is to be hoped that events will justify it. We are certainly hearing a good deal less than we were a few months ago about the certainty of further warfare between WE and CHANG, and we may take this to be significant of an improving situation in the North. With regard to the important question of disbanding the superfluous soldiery in the country, it cannot be said that much satisfaction is to be derived from the PRESIDENT's statement on the subject. He accepted the Presidency on the understanding that a serious attempt would be made to deal with this important question, and his cheerful optimism carried him the length of saying to the Japanese journalists that "an understanding has been reached on this question" with all quarters, and "the execution of the plan is only a question of time." Just so; it may come about in this decade, or the next. There is little indication at present that we shall see it accomplished at an early date.

On the whole, however, we suppose it can be said that China is at present enjoying more freedom from civil strife than she has had for a long while. Her latest Cabinet is one which ought to command public confidence, but the members of it are evidently disappointed at the extent to which it has been yet accorded. If the PRESIDENT can succeed in maintaining the Cabinet, and if it is allowed to inaugurate the financial policies it is understood to have formulated, we may see far better times in China. What China needs are sound policies and a strong Government to give effect to them, and we cannot see that the advent of that time would be advanced by the resignation of the present Cabinet.

The string band of the President's *Luchow* will provide the music at tonight's dance at the Kowloon Theatre.

The total output of the Kailan Mining Administration's mines for the week ending October 7th amounted to 69,301 tons and the sales to 75,938 tons.

Sir Beilby Alston, K.C.M.G., H.M. Minister at Peking, who has arranged for a transfer with Sir Ronald Macleay, is expected to reach Shanghai to-day or to-morrow on his way Home.

It is reported at Tsinanfu that, owing to the frost recently, about 30 per cent. of leaf tobacco still left growing in plantations has been ruined. The price of best leaf tobacco this year is expected to be high.

A Shanghai paper says:—With the issue of an order by the local Chinese authorities prohibiting the making and sale of Mah Jong sets, the manufacturers of same, who number several thousand in the locality, have sent delegates to appeal to the officials.

Reuter's Peking correspondent reports that the Judicial Commission entrusted with the task of preparing China's case regarding the abolition of extraterritoriality recommends that the Government send missions of investigation to the various centres concerned.

Admiral Sir Alexander Duff was expected at Shanghai in H.M.S. *Hawkins*, last Friday on his farewell visit to Shanghai. He and Miss Duff will be guests of Mrs. A. G. Stephen while at Shanghai, while his other daughter, Mrs. James, will stay with Mr. and Mrs. G. H. Stitt.

A lot of Crown building land, measuring 31,350 square feet and situated on Victoria Road, was offered for sale by auction at the Public Works Department, yesterday afternoon, at the upset price of \$4,953. There was keen competition, and the lot was ultimately knocked down for \$11,000 to Mr. Wong Po Fung, of the Asiatic Trading Co., 34, Queen's Road Central.

The Tientsin Autumn Meeting starts to-day. The entries number 119 ponies in all, representing 31 stables, and of these 50 are griffins. Old ponies entered include Borcon, Gobi Vamp and Melody, first, second and third in the Tientsin Spring champions; Gobi Star and Crawl, second and third in the last Autumn champions; Pencaiste, the Derby winner of this year, and other good winners in The Regent, Dorgony, d'Artagnan and Penland.

The Mr. Enever whose activities are dealt with in the article reproduced from *Truth* in another column under the heading of "The Career of a Crook," was one of the original members of the Executive Council of the Sino-British Trade Association, but resigned a few months ago, and since then we learn that the Association has removed from 77 Knightsbridge to High Holborn and has decided to abolish its Executive Council leaving the general management in the hands of Mr. L. E. Haynes and Mr. Fan Tai Pal, as Director and Deputy Director respectively.

Recently, the Dairen paper (owned by Japanese and printed in English) devoted much of its space to the visit of H.M.S. *Titanic* and a number of submarines, and referred to the commander of the parent ship as "half-fellow-well-wet." We doubt whether the victim will be particularly pleased with the following inserted in a later issue by way of explanation and apology:—"A few other foreigners asked us if the mistake had been made intentionally, to which our reply was 'We wish it had been so, since it would have put us down as being capable of humour.'"

Motor-car No. 373, owned by Mr. Fred Ellis, was proceeding along Des Voeux Road West about 7 p.m. on Sunday, near the Tai Ping Theatre, when a number of pedestrians suddenly stepped into the roadway. The driver swerved the car on to the tram lines to avoid them and, in doing so, ran into two rickshaws. One of the vehicles was knocked over and its fare, a Chinese, was thrown out heavily and injured. He was put into the car, with a view of taking him to hospital but, near the Western Market, he stubbornly insisted on being set down. The man's injuries did not appear to be serious and he was able to walk away. Mr. Ellis and two friends were in the car at the time.

In Indo-China a company is being founded for the operation of air lines and for the sale of French machines in the Far East. With regard to commercial aviation in this part of the world, it is argued that "with Saigon as departure station, Luang-Prabang could be reached in twelve hours, Pnom-penh in two hours, Bangkok in ten hours, Hanoi in ten hours, and from Hanoi, Haiphong could be reached in one hour and Turan in seven hours." With aircraft and water-borne hydroplanes it will be possible to reach rich districts at present undeveloped, and to form lines of communication between places lost in the bush and the great industrial and trading centres. By means of aerial photography it will be possible to make an annual survey of the cultivated districts. The rather inaccurate geography of the peninsula is even now being re-studied with the help of aerial photographs.

OBITUARY.

MR. ISAAC ROBERTS.

Mr. Isaac Roberts, late chief-engineer in the China Navigation Company, who recently left Shanghai by the C.N.S. *Luchow* for a brief trip to Hongkong, succumbed, presumably to heart failure, on the following morning.

Born in Glasgow on April 27th, 1856, Mr. Roberts arrived in China as far back as 1878, when he joined the firm of Jardine, Matheson & Co., subsequently serving the "Siemsen" Line and "Hewett" Line, and later as chief engineer of the *Cass*, which together with the *Smith*, maintained a service between Shanghai and Formosa prior to the China-Japan war. During the war, while in Tamsui, the *Cass* was heavily shelled by mutinous Chinese troops and all on board had a narrow escape for their lives.

After a brief trip to South Africa, Mr. Roberts returned to China and joined the firm of Messrs. Butterfield & Swire, in 1897, with whom he remained until March of this year, when he retired on pension. As a token of respect the Company's flags were flown at half mast at Shanghai on receipt of news from Swatow of Mr. Roberts' death.

The *N.C. Daily News*, which gives the foregoing particulars of his career, adds: Of a genial and kindly disposition, "Isaac" was well known and respected up and down the whole China coast. He is survived by a wife, two sons and two daughters, with whom the deepest sympathy will be felt in the sad bereavement.

CABLES.

EARTHEN CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH POLITICAL CRISIS.
POSSIBLE NEW PARTY.

LONDON, October 22nd.

Mr. Churchill's continued belief in the possibility of a Centre Party emerges from a letter he has sent to his constituents in Dundee from his sick bed, declaring that he proposes to stand as a Liberal Free Trader, but hopes to co-operate freely with sober-minded progressive Conservatives defending the country and Empire against the Socialist and Communist menace on one hand and downright reaction on the other.

OBITUARY.

ADMIRAL DE HORSEY.

LONDON, October 23rd.

The death has occurred of Admiral Sir Algernon de Horsey.

[Admiral Sir Algernon de Horsey, born July, 1827, was senior naval officer during the Jamaica insurrection 1865 and Fenian raids on Lakes of Canada 1868; A.D.C. to Queen Victoria 1873; Commander-in-Chief Pacific 1876-79. In the *Flagship Shah* he engaged the Persian rebel-iron clad *Hamour* forcing her to surrender to the Persian authorities. This action being questioned in Parliament the Attorney-General replied that the *Hamour* having committed acts which made her an enemy of Britain, the Admiral was justified in acting as he did.]

TURKEY'S NEW ECONOMIC PROGRAMME.

AN ATTEMPT TO STRANGLE FOREIGN TRADE.

CONSTANTINOPLE, October 22nd.

Details of the Turkish economic programme filtering through from Ankara reveal efforts at planning the transfer of the Ottoman Public Debt to Greece as indemnity. The National Assembly had already disavowed the debts contracted by Constantinople since the Armistice, and has now decided to wipe out all commercial concessions and contracts, from which foreigners in future will be rigidly excluded. The foregoing, if admitted at the peace conference, will effectively strangle foreign trade.

RUSSO-GERMAN AGREEMENT RATIFIED.

IMPORTANT TRADE CONCESSIONS GRANTED.

BERLIN, October 22nd.

According to a message from Moscow, the Soviet Government has ratified an agreement with the Otto Wolff consortium, comprising a number of large German industrial works, by which a Russo-German trading company will be established, with a capital of 300,000 gold roubles, and have a trade concession for import and export. The consortium will grant the company goods and credit for 7,500,000 gold roubles and a further 5,000,000 to the Russian Government.

A NEW YORK HOLOCAUST.
BELIEVED TO BE INCENDIARISM.

New York, October 22nd.

In a fire at a tenement house in this city, believed to have been due to incendiary, 14 were mortally burned and 50 injured.

THE INDIAN STEEL STRIKE.
STRIKERS TO RESUME WORK IMMEDIATELY.

JAMSHEDPUR, October 22nd.

The Tata steel works strikers have decided to resume work unconditionally immediately.

THE AMERICAN LIQUOR LAW.
EFFECT ON SHIPS IN THE FAR EAST.

The effect of the ruling of the U.S. Attorney-General on the subject of liquor aboard American ships was promptly felt in Japan. The *President Wilson* was due to leave Yokohama on October 11th, and the previous night the office of the Pacific Mail S.S. Co. received the following telegram from San Francisco:

"Instruct the captain of the *President Wilson* to stop the sale of wines, beers, and liquors on board his steamer immediately, and arrange to land all liquor now on board at your port, take complete inventory of it, and obtain your receipt for the same. You will arrange to make the most advantageous disposal at the best price obtainable. No division of liquors among the members of the crew or others will be tolerated. The following is from Washington:—Instruct the captain that if any officer or member of the crew either on a passenger or cargo steamer is found thereafter to possess liquor on our ships he shall be immediately removed permanently from the service, and his violation of the law reported to the proper district attorney."

Acting under these instructions all the liquor was removed from the *President Wilson* next morning, under the direction of the general agent of the company.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

"THE PROBLEM OF CHINA."

CHINESE CIVILISATION MAY OUTLIVE WESTERN.

LONDON, October 22nd.

The *Times* in a leader on "The Peace of Cathay" in referring to Mr. Bertrand Russell's opinion, in his book, "The Problem of China" that Chinese civilisation is, in some respects, superior to Western; says that, behind all the varying views of China is a sense that Chinese society is utterly different, to ours, and is the only serious rival to ours in the process of history.

THE SECRET OF PERPETUITY.

It has the secret of perpetuity and lifts its eyebrows at our restlessness. The Chinese have made up their minds about things where we incessantly argue and try huge experiments, that to them would not be even worth trying. We may try to despise this indifference, as barbarous, but all the while we cannot help remembering that it was before we were, and may endure when we are no longer.

WHEN "FOREIGN DEVILS" CEASE TO MOLEST THEM.

The Chinese of the future are not likely to trouble themselves with the history of our decline and fall, but they may append a note to their histories, to the effect that, in a certain century the Foreign Devils of the West ceased to molest them, and life became altogether more agreeable.

FURTHER TROUBLE IN FUJIAN PROVINCE.

YUNGCHUN LOOTED BY TWO THOUSAND BANDITS.

PEKING, October 23rd.

It is reported from Amoy that Yungchun has been looted by two thousand Northern troops, who are proceeding towards Hangchow.

General Kuo Chuan Chun has ten thousand troops at Amoy, and he has warned the looters to keep away.

BIG BODY OF KWANGTUNG TROOPS MARCHING ON CHANGCHOW.

It is reported that twenty-five thousand Kwangtung troops are marching on Changchow.

GENERAL LI HOU CHI'S SOLDIERS IN SHANGHAI.

PROCEEDING TO PUKOW FOR DISBANDMENT.

SHANGHAI, October 23rd.

One thousand of General Li Hou Chi's soldiers arrived at Shanghai, yesterday.

They are awaiting transportation to Pukow, where it is reported they will be disbanded.

STRIKE AT BRITISH CIGARETTE COMPANY'S HANKOW FACTORY.

THIRTEEN HUNDRED HANDS AFFECTED.

HANKOW, October 23rd.

The women employees of the British Cigarette Company have struck.

The Manager, when interviewed, stated that the strike originated with the introduction of a new method of packing, to which a few of the women objected, on the grounds that they could not earn as much as formerly. Despite the granting of increased terms, they led the rest on strike.

The factory was reopened on Friday, for those willing to work under the new method, and 800 responded, but on Saturday morning these workers were prevented from entering the factory by Labour agitators.

It is understood that the Labourers' Union Society of Hupeh is telling the employees they will settle the strike, but no demands have been received up to the present. One thousand three hundred employees are affected by the new method of packing.

CHINESE LABOUR'S DEMANDS
SHORTER HOURS OF LABOUR,
HOLIDAYS, HIGHER PAY,
AND PENSIONS.

Scarcely a day passes now, says the *N.Y.C. Daily News*, of October 18th, without the report of a strike in one department of Chinese labour or another, and the fashion of organisation and formulation of new demands seems to have spread to every branch of labour.

Yesterday's Chinese papers contained an interesting report of a meeting which took place at Woosung on Sunday and was attended by employees of the Shanghai-Nanking and the Shanghai-Hangchow Railways, at which meeting the following programme was drawn up for presentation in due course:—

A new scale of wages, up to a maximum of \$100 per month for foremen, \$60 for mechanics, \$38 for carpenters, \$60 for blacksmiths, and \$36 for apprentices.

Holidays on Sundays and national festival, without deduction of wages.

Work to cease at 5 o'clock on Saturday afternoon. If extra time has to be worked to meet an emergency, two days' holiday to be granted, in addition to the regular ones.

Any man absent through injury to receive full pay instead of half pay as at present.

Pensions for workmen who retire through old age after long service.

Demand of an almost equally comprehensive character have been presented to the Japanese proprietors of a printing concern in Yangtzepoo. In this instance, 200 went on strike in consequence of an alleged assault on one of their number by a Sikh watchman. The holiday has given them time to consider their position, with the result that the following programme has been formulated:—

Dismissal of the offending watchman.

Holidays on Sundays and festival days, with pay.

Foreign foremen to be selected by the workmen themselves.

Reinstatement of strikers, with strike pay.

Better treatment for apprentices.

These "terms" have, of course, been summarily rejected.

The strike of gold and silver smiths continues. The makers are agreeable to granting increased wages, and are open to make other concessions, but they absolutely refuse to negotiate with the men's union. They also refuse to grant one day's rest in seven, a concession, however, which they might well be expected to grant.

It will be observed that, whilst these movements are apparently independent, obviously they derive inspiration from one source.

WIRELESS CONTROL.

WONDERFUL RESULTS OBTAINED BY H.M.S. "AGAMEMNON."

The manner in which the old battleship *Agamemnon* was manoeuvred, steered, and worked by wireless at speeds which at times reached 15 knots during the air bombing tests off the Isle of Wight has attracted wide interest.

For a long summer's day she cruised about the Channel with no human being on board, entirely directed and controlled by wireless from the destroyer *Truant*, which followed nearly two miles astern. The exact nature of the devices employed is naturally a secret, but anyone can see that it would be easy with wireless of one particular wave length to release a current which would control the steering; another wave-length would similarly control the engines; and a third would operate the regulators for the flow of oil into the boilers.

She was burning oil, and the smoke of it at times poured densely from her funnels, showing that the mechanical stoker was not quite so expert as the human article.

The sight of this 17,000 tons battleship slowly circling the centre of a flotilla which took their movements from her was curiously impressive; it suggested immense possibilities to the imagination. For example, if a new Zeppelin had to be blocked, a ship with no one on board but wireless controlled from some distance away could be employed to do the work. Or, again, a ship laden with high explosives might be sent into a hostile anchorage and there blown up. An attack of this kind might prove distinctly trying to an enemy's nerves.

The day may yet come when whole fleets of surface ships will engage under wireless control from the shore or from the air—when giant aeroplanes, capable of developing the necessary electric power, have been completed.

In this, as in other developments, the world is only at the very beginning. In our own Navy progress has been very rapid. Before the war a wireless controlled torpedo was tried and rejected as it did not give satisfactory results. A similar weapon was used on two occasions in the war by the Germans, but with little effect.

Since the war, however, the problem of controlling a ship from a distance has been mastered by British naval officers; and the test gave an astonishing indication of the success they have achieved. It is believed that no great difficulty would be experienced in steering a destroyer at 25 to 30 knots; the real difficulty is to make a peaceable, merchant shipping which might happen to get in the way of the magic vessel.

The experiments in this direction are continuing. The next test will probably be a bombing with heavy live bombs of a large battleship under wireless control under conditions even more closely resembling those of actual war.

A cable from Nova Scotia, last month, announced the death of Dr. Alexander Graham Bell, the inventor of the telephone. Dr. Bell, who was in his 78th year, had been in failing health for some months.

WEIHAIWEI RETROCESSION.
CHINESE DELEGATES' STATEMENT.

BRITISH NAVY ACCEPTABLE AS "GUESTS ONLY."

OPPOSITION TO THE BRITISH VIEWS.

PEKING, October 11th.

Replying to the speech of Mr. Blunt, the British Officer Administering the Government of Weihaiwei, at the opening meeting of the Weihaiwei Retrocession Joint Commission on October 2nd, Mr. M. T. Liang, the head of the Chinese Commission, said:—

"We have just heard an interesting opening speech from His Honour Mr. Blunt—the Officer Administering the Government of Weihaiwei—a territory which is to engage immediately our attention."

"He made reference to the recent famine relief work here in which the community contributed some \$70,000, which will undoubtedly be remembered by all with everlasting gratitude. Though sad the occasion, evincing deep sympathies in all quarters, will go down in the history of Weihaiwei as one of its illuminating chapters."

ADMIRATION FOR BRITISH ADMINISTRATION.

"As regards the administration to which Mr. Blunt has alluded I need hardly repeat what I have frequently said, that we admire what we have seen and that when the territory has been retroceded it will be our duty to maintain its present efficiency."

"We have come here this morning to discuss what may appear to be a problem—as most international adjustments are. There may be little difference of opinion arising now and then, but if we would on these occasions imagine ourselves in one another's boots, as we say at times, these differences would disappear."

"We truly rely upon the British delegates in the negotiations that are to take place immediately, to keep in mind that there are other spots in China which in the course of time must also be returned to us, and that what they desire to have may establish precedents difficult for our Government in the future. They are, therefore, in a position to ease our future situation, and we are confident that they will do so."

"We are hopeful that the arrangements reached here will be approved by our respective Governments."

THE "CONDITIONS."

"With reference to the conditions stated in Mr. Balfour's letter to our Minister Sze, in Washington, that there must be certain matters of detail to attend to and dispose of to the satisfaction of our two Governments before the transfer can be effected, such matters as the making of arrangements which will permit His Majesty's ships to use Weihaiwei during the summer months as heretofore, without restriction or harbour dues, to land, store and ship without restrictions or duty goods for naval use and to retain properties for the above purpose, these points evidently come within the agenda of this morning's discussion."

THE WASHINGTON TREATY.

"Before making any remarks whether the above conditions are in collaboration with the spirit and findings of the Washington Conference or not, I beg to call the attention of Your Honour and amiable Commissioners of His Majesty's Government to the Treaty between all Nine Powers relating to the principles and policies to be followed in matters concerning China—to this Treaty the British Government and my Government as well—are amongst the signatory powers. In this Treaty we find:—

Article 1.—The Contracting Powers, other than China, Agree: (1) To respect the sovereignty, the independence, and the territorial and administrative integrity of China; (2) To refrain from taking advantage of conditions in China in order to seek special rights or privileges which would abridge the rights of subjects or citizens of friendly States, and from countenancing action inimical to the security of such States.

Article 2.—The Contracting Powers agree not to enter into any treaty, agreement, arrangement or understanding, either with one another or, individually or collectively, with any Power or Powers, which would infringe or impair the principle stated in Article 1.

Article 3.—The Contracting Powers, other than China, agree fully to respect China's rights as a neutral in time of war to which China is not a party; and China declares that when she is a neutral she will observe the obligations of neutrality.

MR. BALFOUR'S STATEMENT.

"I beg also to call your attention to a statement made by Mr. Balfour at the Fifth Plenary Session of the Washington Conference that 'the circumstances under which Weihaiwei thus came under the control of Great Britain have not only fundamentally changed, but they have altogether disappeared. The rest of the Province of Shantung is now handed back under suitable conditions to the complete sovereignty of China. Under like suitable conditions I have to announce that Great Britain proposed to hand back Weihaiwei to the country within whose frontier it lies.'"

"No doubt, when Mr. Balfour made the above statement he had in mind the necessity of using Weihaiwei in time to come as a sanatorium or summer resort for British ships of war coming from the tropical or southern portions of the China Station. Indeed, it is important (Continued at foot of next column.)"

ACTION AGAINST SHANGHAI MUNICIPAL COUNCIL.
HEAVY DAMAGES CLAIMED FOR WRONGFUL IMPRISONMENT.

The Court of Consuls at Shanghai last week in the U.S. Court for China to hear an action brought by Denis McDermott against the Council for the Foreign Community of Shanghai. The members of the court were Mr. E. S. Cunningham (U.S. Consul-General) presiding, Mr. Sidney Barton (H.M. Consul-General) and Mr. A. Aal (Consul-General for Norway). Plaintiff claims damages in the sum of Tls. 15,000, "for the great pain and indignity to body and mind, and the exposure and injury to his character, circumstances and reputation suffered owing to wrongful detention."

From the report of the case was gathered that Mr. McDermott who was employed at the Riverside Electricity Power station was arrested by a police-detective sergeant and two officials of the British Court, without a warrant, in consequence of complaints by his wife of ill-treatment, and was placed in a cell at Hongkew Police Station until his release was secured by his brother who guaranteed his appearance before the Police Magistrate the following morning.

In opening the case for plaintiff, Mr. J. G. Priestwood said that, in the defence filed, the Council admitted liability in respect to the wrongful acts of the police, and it was clearly understood that the matter came before the Court merely for the purpose of assessing damages. The matter was one of great public importance, since it affected the personal rights and liberty of everyone living under the administration of the Municipal Council.

"FALSE FACES."

SECRET SERVICE THRILLS.

"Any one of the adventures which befall the hero of 'False Faces,' the stirring melodrama which constitutes the present attraction at the Coronet, would be enough to turn grey the hair of any ordinary man. He begins by crawling over from the enemy trenches to the British lines during a particularly virulent 'hate,' and then starts on a secret service mission that is punctuated by perils at every turn. Perhaps the biggest thrill of all is his escape from a submarine steamer. He achieves this by being brought up from the depths of the sea on top of the submarine which did the damage."

The affairs of A. E. S. Thompson, of Shanghai who was adjudged bankrupt in April, 1921, and whose excess of liabilities over assets has been stated to be at least Tls. 749,830, were again the subject of proceedings before his Honour Judge Graia at H.M. Supreme Court, at Shanghai last week. Mr. A. E. S. Thompson, the Official Receiver, and Mr. G. H. Wright, representing two of the creditors, (Messrs. James Morrison & Co., Ltd., and the Hongkong and Shanghai Bank) appeared to oppose an application for discharge, made by Mr. R. G. MacDonald. His lordship, after hearing the evidence reserved his decision.

To look out for the health of British Naval Officers and men. But it is not of far greater importance not to force the fact that the Chinese Navy has now had a home to take shelter in since the British occupation of Weihaiwei? Great Britain has already declared at the Washington Conference that Weihaiwei is to be returned under suitable conditions to the complete sovereignty of China. The Chinese Commissioners and Chinese Government and people naturally expected that on the good faith and generosity of the British Government the Chinese Navy is now to have her home—the only naval harbour—returned to her, so that her independence may no longer be threatened as heretofore. Whatever suitable conditions Mr. Balfour might have in mind at the Washington Conference, they certainly could not be contrary to the spirit and words of the Nine Power Treaty.

BRITISH INTEGRITY.

"Naturally, China being one of the Signatory Powers who are obliged to live up to the spirit and words of the said Treaty, she is not at liberty to make commitments which would violate the sanctity of that treaty. Though the motives which prompted the British Government to ask for those conditions as mentioned in Mr. Balfour's letter may appear innocent enough, yet for China to agree to His Majesty's Government retaining properties acquired to land stores and ship without restriction or duty goods required for naval use in Weihaiwei will constitute no less an act wilfully committed to the breach of the faithful pledge which China had given and had been given at Washington as embodied in the 'Nine Power Treaty.' And it is the firm belief of the Chinese Commission that Great Britain, who has always enjoyed the highest international respect and has been the unfailing champion of righteousness, will not view with indifference a breach of international faith of such grave nature, still less will she tempt China to do so."

"AS GUESTS ONLY."

"Therefore, the Chinese Commissioners, being guided by the principles laid down by the treaty between all Nine Powers are now prepared to discuss only these conditions—which will not impair the sovereignty, the independence and the territorial integrity of the Chinese Republic."

"After considering the question from all points of view, we can welcome His Majesty's ships into Weihaiwei Harbour as guests only."

HARD-WORKING POPE.
RECORD IN MOTOR-CARS AND ENCYCICALS.

The only person in the Vatican who takes no summer holiday is the Pope says the *"Giornale di Roma"*. The cardinals and other high dignitaries are all having a rest, one at the Lombard Lakes, another in Switzerland, another again in the fine Papal Palace at Castelgandolfo, but Pius XI. remains perforce, at his post, and continues to work harder than anybody else. Like his predecessor, Benedict XV., the present Pope takes a keen personal interest in all the business that comes before him, and he brings to bear on the great questions of Vatican policy the trained mind of a scholar and a writer. He prepares himself the rough notes of all important documents, and spends much time in correcting and revising them, for His Holiness is hard to please, and weighs well his words before they go to the world.

The first thing Pius XI. did on taking possession of his private apartments in the Vatican was to order a huge table in the library to be completely cleared. On its ample surface he keeps his papers, arranged in groups according to subject-matter, and here he works, going from one task to the other with extraordinary clearness of mind, and keeping everything in the most meticulous order.

The Pope works chiefly at night, for it is the only time, he says, when he is left in peace. At one or two in the morning, when all the rest of the Vatican is wrapped in darkness, the lights may be seen still burning in the Pope's study, of which the three great windows look out on to the Piazza of St. Peter. And often when his work is done Pius XI. calls up his faithful cameriere and celebrates mass before finally retiring to rest.

This incessant night-work is not without its effect on the Pope's health, as is anxiously noted by his court. In the day-time he is often very tired, and although he declines to fall in with the Roman habit of an afternoon siesta, nature will have its way, and he sometimes dozes off for a few moments. With this exception, Pius XI. is well, notwithstanding recent reports to the contrary. He has undoubtedly felt the great heat and the want of change, all the more so as when Cardinal Ratti, he was of active habits, and enjoyed travel and the atmosphere of high mountains.

The beautiful motor-car given to him by the ladies of Milan will now enable the Pope to enjoy the sensation of rapid motion in the Vatican gardens, which are of vast extent. Pius XI. is an innovator in more ways than one. He is the first Pope to own a motor-car, and he is the first Pope to hold the Pontificate for over seven months without publishing an Encyclical. When this was pointed out to him, he answered that the proper time for an Encyclical to appear was when it was needed.

Those near him say that the Pope's message to the world is nearly ready now, and will most likely be issued next month. It will certainly be no formal utterance, but a document dealing with the passing problems of modern life, in all of which Pius XI. takes the greatest interest, both as the Head of the Church and as a man of high culture and wide outlook.

COX OF IRAQ.

HE KNOWS THE ARABS AS FEW KNEW THEM.

The difficult political situation which has arisen in Iraq—the Mesopotamia of the war days draws attention to the personality of Sir Percy Cox, the British High Commissioner, who has not only had to explain to King Faisal of an affront publicly put upon him on a ceremonial occasion by some Arab agitators but also to take the energetic step of ordering the arrest of some of these individuals. A leader, scholarly looking man of 58, he knows the Arab as it has been given to few men know him, for most of his long service has been spent in Arabia and Persia. He is credited with having added a new word to the English language in that part of the world, for the Arab rendering of his name—"Cocks"—came to stand for a not-unacceptable form of government in the days immediately succeeding the war.

An Essex man, Sir Percy Cox, who has been High Commissioner of Mesopotamia since 1920, after "passing through Sandhurst joined the Army in 1881 and served with the 2nd Cameronians until 1889. A year later he entered the Indian Political Department, which has provided the Empire with so many distinguished administrators and diplomats.

For his work in that Department under which he has held many important offices, honours have been showered upon him, and last—K.C.I.E. in 1911; K.C.B. in 1915; G.C.I.E. in 1917; K.C.M.G. in 1920, and G.C.M.G. in January, 1922. It is an imposing list of rewards, and it represents a long period of highly valuable service, rendered often under conditions of the most extreme difficulty.

As British Minister at Teheran it fell to the lot of Sir Percy Cox to negotiate the Anglo-Persian Treaty, while, during the Mesopotamian campaign he had, as Political Officer, with the British forces, to create a temporary civil administration in place of the vanished Turkish executive.

Not a "showy" man in any sense of the word, his personality is not the sort that impresses itself upon you forcibly at that first moment of meeting him. Rather the impression he gives is one of "starch" and scholarly aloofness from the stern and scholarly affairs of life; but there is more practical affairs of life, but there is the quiet, rather tired-looking eyes can, upon occasion, take on an expression of great firmness.

He is a listener rather than a talker, a man of almost unflinching patience; and it was this quality, together with his obvious readiness to hear all sides and explore to its uttermost a string of questions at issue, which so greatly recommended him to the Arab community in the troubled days immediately succeeding the Great War.

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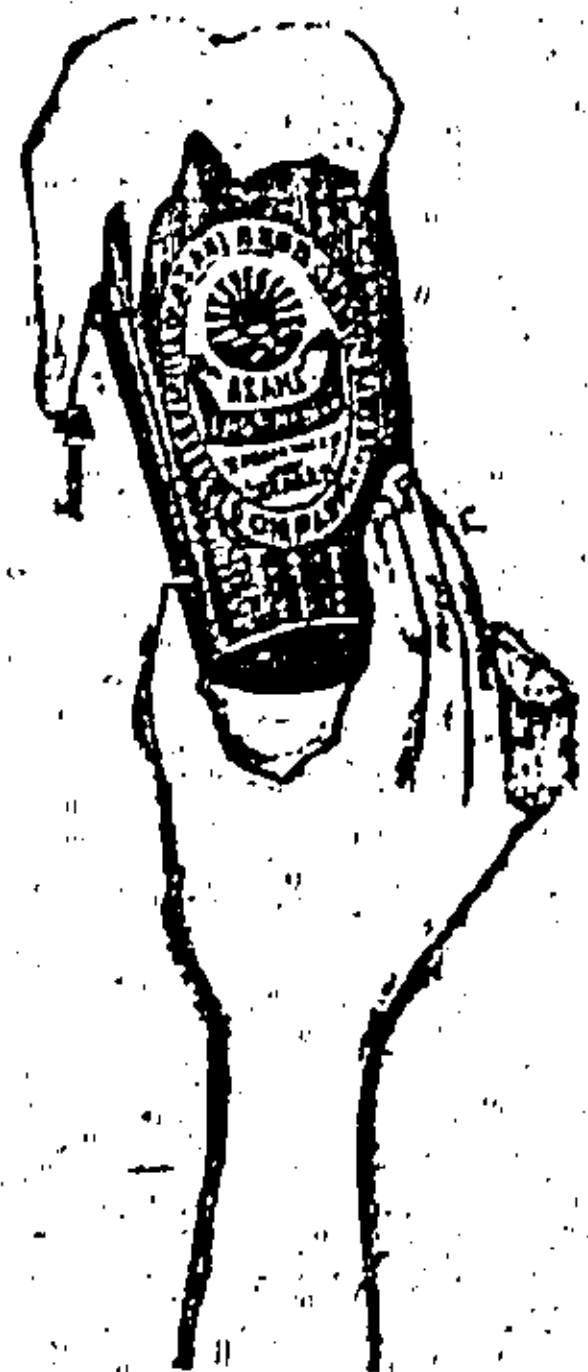
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PARIS FASHION NOTES.
MODES FOR MEN.[FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.]

Paris, September 11th.
Nothing is so fashionable in Paris as an English tailor. Wherever you look in the smart shopping district you see the word "tailleur" coupled with London or English or else with an English phrase invariably misspelled. It is just as smart in Paris to have a tailor named John Brown as it is in English-speaking cities to have a dressmaker named Madame Marcelle. For women, an English tailor is looked upon as a luxury, for men, that is men who take a serious interest in their appearance—and most Frenchmen come under this category—an English tailor is a necessity.

Although they go to English tailors or people who pretend to be such, and although the well-groomed Englishman is the sartorial idol they always have in mind, Frenchmen rarely arrive at a point where they can be mistaken for an Anglo-Saxon. They have, however, evolved a type of their own which is interesting and attractive, a type that is neither as masculine as the English, as flashy as the American, nor as finicky as the French of a few years back that used to delight the pencil of caricaturists.

The favourite line for some time past has been one that is drawn in at the waist. Coats are shaped almost imperceptibly so that the girth shape in at this point, and the impression is accentuated by a habit of fastening the middle button in front. There are generally three of these, but very often there is only one, and this is kept always fastened so that a distinct waist-line is given to the coat. Apart from this little eccentricity, there is nothing excessive in the way of turned-back cuffs, buttons or lapels. Grey is far more worn than any other colour, even in winter. As well as plain dove grey and blue grey materials, there is a check variety which has just come to Paris and which is known as the "Prince of Wales" suit because—so it appears—our smiling prince wore, or is wearing, a suit made of similar fabric. This is a grey tweed, checked with fine grey and black stripes.

The crease down the front of the trousers is, of course, *de rigueur*; so, also, are spats, gloves and cane. During the war, walking-sticks went quite out of fashion; only officers were allowed to carry them and, so many became so accustomed to the use of the sword and bayonet that they forgot that Society permitted them the use of other implements less dangerous and far more elegant. Now, however, the fashion is returning, and if a man wants to appear at all *chic* he must dangle a cane after him wherever he goes. The note, for the moment, is one of extreme simplicity. No fancy woods no fancy mounts and no fancy extravagances of cut and design—cane and bamboo for the day-time with ebony, perhaps, for grander occasions and for the evening. To ornament these simple woods, a knob in mother-of-pearl, ivory or polished deer horn is all that is necessary. For the more decorative ebony cane, the finish may be in crystal, tortoise-shell, jasper or chrysoprase, the latter recalling Balzac's famous cane in the chrysoprase knob of which was imprisoned a lock of fair hair and an inscription round the base: "Guess whose?" A top in silver or gold is also permitted, likewise one made of a network of narrow strips of leather or suede plaited together. If, however, you have a fancy for a curved handle, the only possible decoration fashion will permit you is that of ivory, gold or deer-horn; silver and other metals are taboo. Cane are not only carried in the day-time in Paris, but in the evening as well, and even at weddings by the bridegroom as well as by his guests. On such occasions, the decoration generally takes the form of a plain knob in gold with the initials of the couple engraved upon it.

One rarely sees top-hats except in the ultra-fashionable and diplomatic parts of Paris. Everywhere else, soft felt hats are to be seen, with a majority of straw hats during the summer. The latter are not only worn in the day-time, but they are worn exclusively in the evening by the vast number of men whose evening-dress kit does not include an opera-hat.

Evening dress—that is as far as the dinner-jacket is concerned—follows the line of the ordinary day suit and inclines in towards the waist, where it is accentuated by the button that keeps it in place. In all other respects, tradition steps in and forbids all attempt at variation, except in the matter of the soft evening shirt and collar. This, in fine tucked or plain linen or silk, is quite permissible, and the most ardent dandies may be seen wearing a shirt and turned-down collar that are as devoid of all trace of starch as any handkerchief. Not long ago the *Intransigent*, a leading evening paper, started a controversy as to whether soft collars could be considered good dressing and in keeping with the rules of good form. Amongst the many authorities who gave their opinion on the subject was Andre de Fouquieres, the modern Beau Brummel of France, who declared without hesitation that soft collars could be worn but only in the morning but in the evening when accompanied by a soft shirt. Since then the vote for soft shirts has increased a hundredfold.

As to jewelry, the unobtrusive pearl scarf-pin, pearl or gold studs for evening wear, and gold links still remain about the limit to which a man of good taste may aspire. The wristlet, watch has quite displaced the watch and chain, and this latter is to-day as old-fashioned as the snuff-box. Men's wristlet watches are mostly oblong or square in shape, and they are mounted on a broad suede or black silk corded band.

Coffeurs have not been idle of late, and they have just issued an order condemning men of fashion to return to the habit of

(Continued at foot of next column.)

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"I have no hesitation in certifying the entire purity of Zam-Buk, which, in my opinion, is well adapted for the treatment of superficial injuries and prevalent skin disorders."

(Signed) W. LASCELLES-SCOTT,

Lecturer to the London Conservatoire, Consulting Analyst to the Royal Commissions for Victoria, Fiji and the Mauritius, etc.

Everybody needs Zam-Buk for this precious healing balm will be found equally invaluable for such troubles as ulcers, bad legs, sore feet, ringworm, scalp sores, eczema, itch, boils, abscesses, piles, poisoned wounds, insect bites and stings, cuts, burns, scalds, muscular pains and sprains. Zam-Buk is sold by all medicine dealers in Hongkong, Shanghai and The Straits. Directions for use in ten languages enclosed.

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parting their hair instead of brushing it straight back from their forehead. This is known under the term "a *tennisquet*," an expression corresponding to our slang expression, "lead-swinging," because of a painful pun explanation that it was "loin du front" (far from the front-forehead). War days and war puns being a thing of the past, coiffeurs have therefore decided that coiffures must cease also, and in future all their customers will be abused or cajoled into parting their hair, for preference on the left side. Hair, in consequence, will be cut much shorter.

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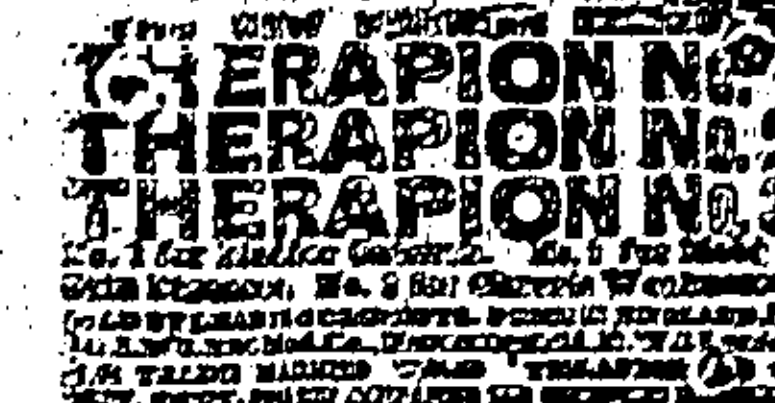
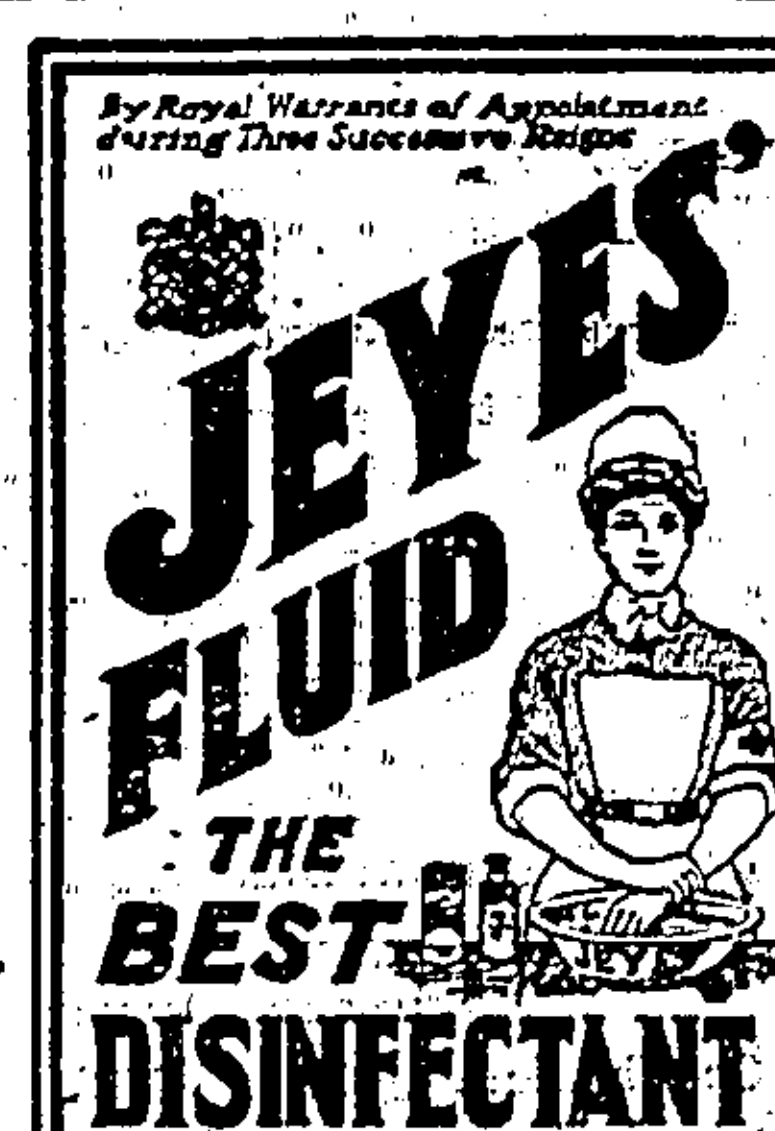
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[1305]

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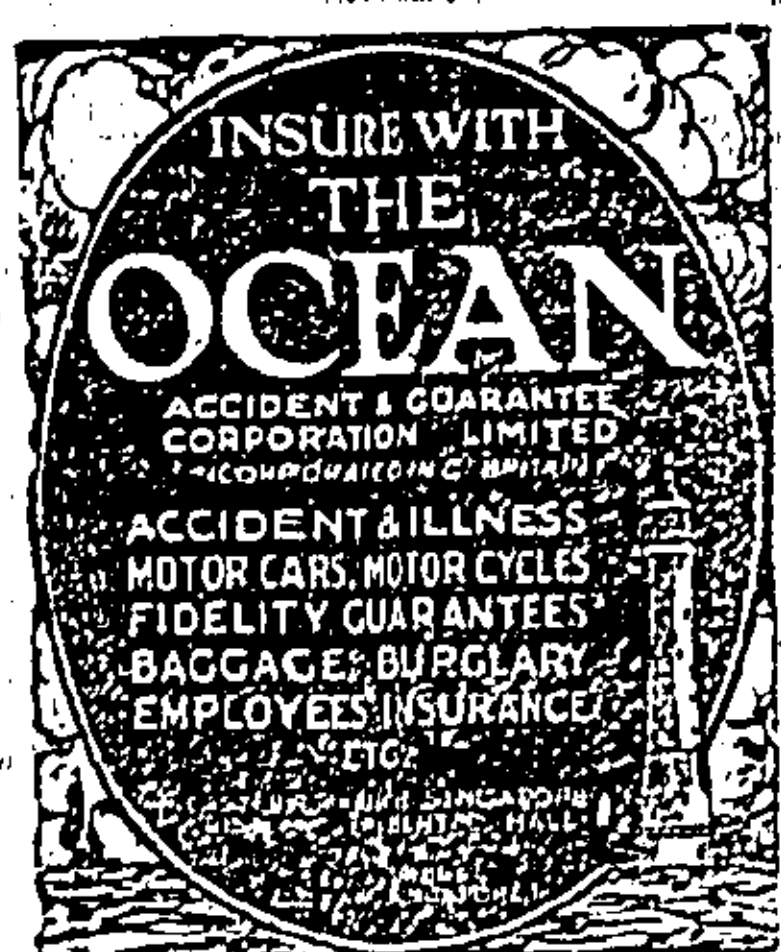
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RISKY VOYAGES.

SPIRIT OF ADVENTURE.

[BY SIR HERBERT RUSSELL.]

The recent feat by a party of Swedish naval officers in sailing around the world in the ex-British yacht *Carina* (now called the *Fidra*) has naturally created a good deal of interest and evoked considerable comment. It is a species of adventure which appeals strongly to the popular fancy. But without wishing in any way to detract from the pluck, the skill, and the endurance of the little band of sturdy Vikings who have thus circled the globe, I confess that I rather agree with an old seafaring friend of mine, who expressed the view that, after all, the performance is "nothing to write home about."

For Lord Dunraven's one-time yacht is a hulk of 120 tons, built at Southampton in 1896. She is 88.6 feet between perpendiculars (which means that, with her spoon bow and counter, she is considerably more overall), 18.6 feet beam, and draws 10.8 feet of water. In addition to these very respectable dimensions, she is built exceptionally strong, designed as she was to withstand the stress and strain of racing. As sea-boats we know that these big raters are particularly fine. The *Carina* proved her qualities during a very heavy gale on her recent voyage, when she lay to for many hours, "riding like a duck," according to the testimony of her crew.

Probably the *Carina* displaces quite as much water as the carrack in which Columbus followed the wake of the Western sun, or the vessel in which Vasco da Gama rounded the Cape of Good Hope. But even so, the comparison is merely ludicrous, for not only would the yacht go as far in a day as the lumbering old schippers travelled in a week, but in point of weatherliness and safety there can be no contrast at all.

THE OLD "FRUITERS."

There are probably still living dim-eyed and bowed seafaring men who can recall the little Western Ocean "fruiters" which hailed from the ports of Devon and Cornwall. These were schooners, on an average not much above 90 tons burthen, beautiful little craft, with a great spread of canvas. These vessels regularly faced the tempestuous billows between the Scillies and the Azores—and a ship which can do that is quite capable of making a voyage round the world.

The maritime history of this country abounds with hazardous voyages—many of them made quite in the ordinary course of trading business. We all in the West-country know the story of the Penzance lugger which, in 1848, went to Australia, with five hands bent upon joining in the gold rush. She called at the Cape and took the mails for Melbourne, actually beating the regular packet, although more than once she had to make drift anchor of her spars to enable her to ride out the tremendous seas of the Roaring Forties. If I remember correctly this lugger was only seventeen tons.

The voyage of Bligh and his companions, set adrift by the mutineers of the *Bounty*, is a much-quoted example of a truly perilous passage. But the event is chiefly remarkable for the distance covered by the little pinnace. For that, and also as an example of sheer good luck of weather, since no open boat, however skilfully handled, can live when the ocean billows begin to grow froth-crested.

A VERY FRAIL CRAFT.

I recently came across an account of an open boat adventure which puts Captain Bligh's achievement quite in the shade. The tale, indeed, is almost told in the tremendous title, "A small monument of great mercy, in the marvellous delivery of five persons from slavery at Algiers in a canvas boat, with an account of the great distress and extremities which they endured at sea, by William Okeley, 1644." They built their frail craft by stealth in a cellar, a captive parson, the Rev. Mr. Sprat, smuggling in the materials under the guise of coming to preach to them. They launched her on "a night ever to be remembered," and put to sea with a little bread, which was promptly spoilt by salt water, and two goatskins full of water. How, with primitive paddles, they contrived to get their porous craft to Gibraltar, whence they took ship to Gibraltar, forms a truly marvellous record of courage and privation.

Our forefathers went to sea in such mere cockleshells that the voyage of the *Carina* becomes an absolute irony by comparison. In an old record, dated 1759, is an account of how "one of the East India ship's long boats, rigged, of twelve tons, with only six hands and a mate on board, arrived express from the Brazils with an account of the arrival there of some ships believed to have fallen into the hands of the French."

THE CHIEF'S BOAT.

The same spirit still lives, although, as a rule, the progress of science has greatly minimized the risk. I say as a rule, because even this does not always follow. Some years ago I remember a Plymouth hooker towing into Sutton Harbour a queer looking craft she had picked up off the Newstone. In her was a crippled cobbler, who was well-nigh spent with exposure. He had built the 15-foot, perigee-shaped hull in a shed adjoining his home on the Dorset coast, given her a sort of wigwam-shaped cabin aft, fitted her with an impracticable lateen rig, spent his little all in provisions, and put to sea in the honest expectation of sailing her to New Orleans, which he had once visited in his youth.

Perhaps the most amazing tale of a risky voyage ever told is that recorded by Sir Edmund Wright, Lord Mayor of London, and printed in "Harris's Collection of Voyages." A Dutch seaman had been sentenced to death for some crime which, probably, in these days would have been expiated by a trifling fine. As an act of clemency he was reprieved, and marooned upon the then uninhabited island of St.

(Continued at foot of next column.)

A THRILLING SEA STORY.

HOW THE TREASURE SHIP "GROSVENOR" WENT DOWN.

The report published recently that an attempt is now being made, by tunnelling under the sea, to recover the gold and precious stones, valued at two million sterling, from the *Grosvenor*, wrecked almost a century and a half ago off the Foulden coast, South Africa, recalls one of the most thrilling stories of the sea. The treasure ship lies deep beneath drifts and near what has long been known as Port Grosvenor.

It was on June 13th 1782, that the *Grosvenor*, a fine, well-armed ship belonging to the East India Company, left Ceylon with 150 passengers and crew on board, and with a store of gold and jewels among her cargo. Six months later, on December 4th, five men dragged themselves into Swellendam in Cape Colony after suffering by sea and by land hardships and perils which are almost beyond the power of the imagination to picture. A few weeks later 11 other men who had been in the vessel were found.

The remaining 134 were never seen again, and their end remains one of the grim tragedies which mark the story of man's gradual conquest of the means of journeying to and fro upon the earth.

It was early on the morning of August 4th, that the *Grosvenor* drove ashore. A heavy sea was running, and very swiftly the strong ship, teak-built though she was, began to break up. A raft was hurriedly constructed, but, was dashed to pieces directly it was launched. A line was carried ashore, by which some of those on board contrived to reach the land. Later a portion of the ship in which most of the passengers were huddled was washed to the shore, but in the meantime 14 had been drowned.

Joy at escape from the perils of the sea turned very quickly to dismay at realization of the perils of the land. There they were, all those people, with women among them, in the midst of a wild country, with no arms worth considering, with tribes of savages all about them, with little food and no clothes but the sodden garments they wore, hundreds of miles from any hope of safety.

There began a long, terrible journey towards the Cape Settlement. What that journey must have been is very dimly revealed in the statement of the survivors, which is kept in the Government archives at Capetown. Natives were encountered who robbed the women of all their trinkets and kept a hostile watch along every weary mile of the route. Frequent great rivers compelled the building of a succession of rafts. And for food: "We came across a dead whale (the journey in the beginning was made along the coast), which we were very glad of, as our rations were beginning to give out. Next day we found a dead seal, which we supped on."

Day by day the company grew smaller. Some died along the way, others had to be left behind as they were too weak to travel any more. What the fate of those women and men, abandoned in the desolate and hostile land, must have been one scarcely dares to picture. One hundred and sixteen days after the wreck, after having tramped fully 800 miles, the first party of survivors reached a farm on the Zwartkops River, and came at long last to safety. But the long miles of their pilgrimage hold still the secret of the graves of their companions.

GENERAL HARRINGTON.

During the crisis in the Near East, the interests of Britain have been in the charge of a General who, during the great war, earned for himself an unrivalled reputation as a staff officer of the best type. General Harrington is deeply versed not only in the knowledge of his own profession but in the imponderabilia which have such a decisive influence in war and to which the greatest leaders such as Napoleon and Marshal Foch have always attached immense importance. The General only held the rank of Major at the outset of the war, but his rise was rapid, and for the greater part of the period of 1914-18, he was Chief of the Staff to the famous Second Army under General Plumer. It was he who worked out the detailed arrangements for the battle of Messines in June, 1917—an absolutely model victory—and he remained at the head of the Second Army Staff both in France and Italy until April, 1918. On the conclusion of the Ypres fighting in April, 1918, General Harrington went to the War Office as Deputy Chief of the General Staff under Sir Henry Wilson, a post which he vacated in 1920 to take up his present command. With Lord Plumer now at Malta, he is once again in close touch with his old chief of Flanders days.

Helena. Not at all liking the prospect, the Dutchman sat him down to think furiously. As a result of his cogitations, and with the aid of such resources as he had been granted him, he proceeded to excavate a coffin, wherein an officer of the ship had been buried the day before, displace the corpse, fashion a rudder out of the lid, and push out through the surf.

The ship from which he had been marooned lay becalmed in the offing. Let Sir Edmund Wright complete the story. "The ship's crew, observing so odd a kind of vessel floating upon the surface of the water, thought it had been an apparition, till, coming nearer and nearer the ship, they stood amazed at this unaccountable boldness of the men who had ventured so far in two or three pieces of boards without being assured whether he should be received or not. It being put to the question, it was at last resolved he should be taken on board, which was done accordingly, and he returned to Holland, where he lived afterwards in the town of Horn."

A "coffin ship" with a vengeance!

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TRINGTAU via SHANGHAI	"YATHEING"	Tuesday	24th Oct.	3 p.m.
BANGKOK via SWATOW	"CHAKSANG"	Tuesday	24th Oct.	5 p.m.
STRAITS & CALCUTTA	"LAISANG"	Tuesday	24th Oct.	3 p.m.
TRINGTAU via SWATOW	"LAISANG"	Tuesday	24th Oct.	3 p.m.
SHANGHAI	"HANGSANG"	Thursday	26th Oct.	10 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Friday	27th Oct.	10 a.m.
SHANGHAI via SWATOW	"WINGSANG"	Friday	27th Oct.	10 a.m.
MANILA	"LOONGSANG"	Friday	27th Oct.	8 p.m.
NEW WANG via SHANGHAI	"WAISHING"	Saturday	28th Oct.	4 p.m.
BANGKOK via SWATOW	"DEUFAR"	Saturday	31st Oct.	10 a.m.
HAIPHONG via HOIHOW	"DEUSANG"	Friday	3rd Nov.	10 a.m.
TIENTSIN	"CHONGSHING"	Friday	3rd Nov.	Noon
BANGKOK via HOIHOW	"CHUNSIANG"	Wednesday	8th Nov.	11 a.m.
STRAITS & CALCUTTA	"HOSANG"	Thursday	9th Nov.	3 p.m.
SANADKAN	"MAUSANG"	Friday	10th Nov.	Noon
KOBE	"KUISANG"	Thursday	16th Nov.	Noon

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"DONGOLA"	8,000	8th Nov.	Bombay, Marseilles, London & Antwerp.
"KARNATA"	9,000	22nd Nov.	Bombay, Marseilles, London & Antwerp.
"KARNATA"	9,000	8th Dec.	Bombay, Marseilles, London & Antwerp.
"PLASSY"	7,500	27th Dec.	Bombay, Marseilles, London & Antwerp.
"BARDINIA"	6,500	10th Jan., 1933	do.
"NELLORE"	6,500	7th Feb.	do.
"DELTA"	8,000	21st Feb.	do.
"KALYAN"	9,000	7th Mar.	do.
"KASHMIR"	8,500	21st Mar.	do.
"KHYBER"	9,000	4th Apr.	do.

BRITISH INDIA - APCAR SAILINGS

"TANDA" 7,000 23rd Oct. Singapore, Penang & Calcutta
 "GREGORY APCAR" 4,619 14th Nov. Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (North)

"ST. ALBANS" 4,500 1st Nov. (Mand. Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR" 4,549 25th Oct. D.L. Amoy, Kobe & Moji.
 "KARNATA" 9,000 4th Nov. Shanghai & Japan.
 "EASTERN" 4,500 4th Nov. Japan.
 "BOUDAN" 6,700 8th Nov. Shanghai.

All dates are provisional and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hong Kong must defray their own Hotel expenses at Singapore while await in the on carrying steamer.
 First Class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in the case of the latter of their P. & O. Tickets Singapore to Colombo.

All Cables are fitted with Electric Fans free of charge.
 Parcels Maximum not more than 34 ft. x 1 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG.

[1]

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES

Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Tuesday, 14th Nov.

BUENOS AIRES, RIO DE JANEIRO, SANTO, DURBAN & CAPE TOWN via SINGAPORE & SINGAPORE. PASSENGER SERVICE.

"PANAMA MARU" ... Tuesday, 31st Oct.

"SEATTLE MARU" ... Tuesday, 31st Oct.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"SUMATRA MARU" ... Saturday, 4th Nov.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

"BUSHO MARU" ... Friday, 3rd Nov.

CALCUTTA via SINGAPORE & BANGKOK.

"NANKING MARU" ... Tuesday, 7th Nov.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.

"MANILA MARU" ... Sunday, 29th Oct.

NEW YORK via PANAMA—Regular monthly service via Japan Port, San Francisco, Panama and Colon Ports.

"AMUR MARU" ... Saturday, 15th Nov.

NEW ORLEANS LINE via SUEZ.

"CELEBS MARU" ...

JAPAN PORTS—Kobe & Osaka.

KHELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KALJO MARU" ... Sunday, 29th Oct.

TAKAO via SWATOW & AMOY.

"BOHEI MARU" ... Thursday, 2nd Nov.

"BARAVIA MARU" ... Friday, 3rd Nov.

Tel. Central No. 4600.

Y. YABUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "GABRIEL FRINCE" ... End of November.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED, (Incorporated in Great Britain) 24, George's Building.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SHANGHAI & TSINGTAO	"KANCHOW"	On 24th Oct. 9 a.m.
SWATOW & BANGKOK	"KINGYUAN"	On 24th Oct. 10 a.m.
WEIHAIWEI, CHEFOO & NEWCHANG	"CHANGCHOW"	On 24th Oct. 4 p.m.
HONGHAI, PAKHOI & HAIPHONG	"KAIKONG"	On 25th Oct. 7 a.m.
HAIPHONG	"CHINKIANG"	On 25th Oct. 7 a.m.
AMOI & SHANGHAI	"SOOCHOW"	On 25th Oct. 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"SUICHOW"	On 25th Oct. 4 p.m.
SHANGHAI & TSINGTAO	"SINKIANG"	On 27th Oct. 4 p.m.
SHANGHAI	"CHINKIANG"	On 27th Oct. 4 p.m.
SWATOW	"CHINHUA"	On 30th Oct. 10 a.m.
CHEFOO & NEWCHANG	"PAKHOI"	On 30th Oct. 4 p.m.
SWATOW & BANGKOK	"KIANGSU"	On 31st Oct. 10 a.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 31st Oct. 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO
 Steamers. Saloon accommodation, electric fans in Saloon and staterooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Weiping.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to— BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) Agents.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Le. Hongkong for Manila, Port Banga, Sandakan & Aus. Ports.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Refrigerated Cargo loaded through to all Australian, New Zealand & Tasmanian Ports.
 For freight and passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.), Agents.
 Telephone Central No. 26.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

S.S. "KENDAL CASTLE" ... sailing on or about 15th November.
 S.S. "WRAG CASTLE" ... sailing on or about 15th December.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "VENEZIA" ... sailing on or about 6th November.

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRIESTE" ... sailing on or about 25th October.

S.S. "VENEZIA" ... sailing on or about 25th November.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UNLARI" ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

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PACIFIC MAIL S.S. CO.,

MANAGING AGENTS,

U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports US\$ 3620.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

S.S. "PRESIDENT LINCOLN" ... Oct. 25th ... Arrives San Francisco
 S.S. "PRESIDENT PIERCE" ... Nov. 8th ... Arrives San Francisco
 S.S. "PRESIDENT CLEVELAND" ... Nov. 22nd ... Arrives San Francisco

[1] Sailings and Fares Subject to change without Notice.

HONGKONG-MANILA SERVICE

Leaves Hongkong

S.S. "PRESIDENT PIERCE" ... Oct. 23rd ... Arrives Manila

S.S. "PRESIDENT CLEVELAND" ... Nov. 5th ... Arrives Manila

HONGKONG-CALCUTTA SERVICE

For CALCUTTA via SINGAPORE, PENANG and BANGKOK.

S.S. "LAKE FIELDING" ... Nov. 4th.

TAMPA INTER-OCEAN S.S. CO.

For SAVANNA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "HANOVER" ... Nov. 8th
 S.S. "PATRICK HENRY" ... Dec. 7th

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone: Central 141. Cable Address: "PACIFIC" Union Building, Hongkong.

Agents at Canton—REISS & CO.

POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
JAPAN AND SHANGHAI	Swire Mail	24th inst.
SWATOW	Swire Mail	24th inst.
MANILA	Swire Mail	24th inst.
SHANGHAI	Swire Mail	24th inst.
JAPAN	Swire Mail	24th inst.
SHANGHAI	Swire Mail	24th inst.
SWATOW	Swire Mail	24th inst.
MANILA	Swire Mail	24th inst.

OUTWARD MAILS.

FOR	PER	DATE
Shanghai and North China	Kanchoa	Tuesday, 24th, 8.00 A.M.
Swatow and Bangkok	Kanchoa	Tuesday, 24th, 9.00 A.M.
Manila	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Foochow	Kanchoa	Tuesday, 24th, 9.00 A.M.
Hankow and Haiphong	Kanchoa	Tuesday, 24th, 9.00 A.M.
Wai Hui Wei and Chao	Kanchoa	Tuesday, 24th, 9.00 A.M.
Bangkok	Kanchoa	Tuesday, 24th, 9.00 A.M.
Fort Bayard	Kanchoa	Tuesday, 24th, 9.00 A.M.
Philippine Islands	Kanchoa	Tuesday, 24th, 9.00 A.M.
Manila	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow and Amoy	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Foochow	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Haiphong	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Bangkok	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Manila	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Shanghai	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Japan	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Europe	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Australia	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and New Zealand	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and South Africa	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and India	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Ceylon	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Mauritius	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Zanzibar	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Aden	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Bombay	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Calcutta	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Rangoon	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Singapore	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Penang	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Malacca	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Sumatra	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Java	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Celebes	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Moluccas	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Philippines	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Irian	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and New Guinea	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Victoria	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Melbourne	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Sydney	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Auckland	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Wellington	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Christchurch	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Dunedin	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Invercargill	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Bluff	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Picton	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Nelson	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Greymouth	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Westport	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Lyttelton	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Port of Spain	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Georgetown	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Cayenne	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Kourou	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Sinnamary	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Cayenne	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Kourou	Kanchoa	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Sinnamary	Kanchoa	Tuesday, 24th, 9.00 A.M.

COMMERCIAL.

OPENING QUOTATIONS.

33rd October, 1922	
London—	3/5 1/2
Bank Bill on demand	3/5 1/2
Bank Bill at 30 days sight	3/5 1/2
Bank Bill at 60 days sight	3/5 1/2
Bank Bill at 90 days sight	3/5 1/2
Bank Bill at 120 days sight	3/5 1/2
Bank Bill at 150 days sight	3/5 1/2
Bank Bill at 180 days sight	3/5 1/2
Bank Bill at 210 days sight	3/5 1/2
Bank Bill at 240 days sight	3/5 1/2
Bank Bill at 270 days sight	3/5 1/2
Bank Bill at 300 days sight	3/5 1/2
Bank Bill at 330 days sight	3/5 1/2
Bank Bill at 360 days sight	3/5 1/2
Bank Bill at 390 days sight	3/5 1/2
Bank Bill at 420 days sight	3/5 1/2
Bank Bill at 450 days sight	3/5 1/2
Bank Bill at 480 days sight	3/5 1/2
Bank Bill at 510 days sight	3/5 1/2
Bank Bill at 540 days sight	3/5 1/2
Bank Bill at 570 days sight	3/5 1/2
Bank Bill at 600 days sight	3/5 1/2
Bank Bill at 630 days sight	3/5 1/2
Bank Bill at 660 days sight	3/5 1/2
Bank Bill at 690 days sight	3/5 1/2
Bank Bill at 720 days sight	3/5 1/2
Bank Bill at 750 days sight	3/5 1/2
Bank Bill at 780 days sight	3/5 1/2
Bank Bill at 810 days sight	3/5 1/2
Bank Bill at 840 days sight	3/5 1/2
Bank Bill at 870 days sight	3/5 1/2
Bank Bill at 900 days sight	3/5 1/2
Bank Bill at 930 days sight	3/5 1/2
Bank Bill at 960 days sight	3/5 1/2
Bank Bill at 990 days sight	3/5 1/2
Bank Bill at 1020 days sight	3/5 1/2
Bank Bill at 1050 days sight	3/5 1/2
Bank Bill at 1080 days sight	3/5 1/2
Bank Bill at 1110 days sight	3/5 1/2
Bank Bill at 1140 days sight	3/5 1/2
Bank Bill at 1170 days sight	3/5 1/2
Bank Bill at 1200 days sight	3/5 1/2
Bank Bill at 1230 days sight	3/5 1/2
Bank Bill at 1260 days sight	3/5 1/2
Bank Bill at 1290 days sight	3/5 1/2
Bank Bill at 1320 days sight	3/5 1/2
Bank Bill at 1350 days sight	3/5 1/2
Bank Bill at 1380 days sight	3/5 1/2
Bank Bill at 1410 days sight	3/5 1/2
Bank Bill at 1440 days sight	3/5 1/2
Bank Bill at 1470 days sight	3/5 1/2
Bank Bill at 1500 days sight	3/5 1/2
Bank Bill at 1530 days sight	3/5 1/2
Bank Bill at 1560 days sight	3/5 1/2
Bank Bill at 1590 days sight	3/5 1/2
Bank Bill at 1620 days sight	3/5 1/2
Bank Bill at 1650 days sight	3/5 1/2
Bank Bill at 1680 days sight	3/5 1/2
Bank Bill at 1710 days sight	3/5 1/2
Bank Bill at 1740 days sight	3/5 1/2
Bank Bill at 1770 days sight	3/5 1/2
Bank Bill at 1800 days sight	3/5 1/2
Bank Bill at 1830 days sight	3/5 1/2
Bank Bill at 1860 days sight	3/5 1/2
Bank Bill at 1890 days sight	3/5 1/2
Bank Bill at 1920 days sight	3/5 1/2
Bank Bill at 1950 days sight	3/5 1/2
Bank Bill at 1980 days sight	3/5 1/2
Bank Bill at 2010 days sight	3/5 1/2
Bank Bill at 2040 days sight	3/5 1/2
Bank Bill at 2070 days sight	3/5 1/2
Bank Bill at 2100 days sight	3/5 1/2
Bank Bill at 2130 days sight	3/5 1/2
Bank Bill at 2160 days sight	3/5 1/2
Bank Bill at 2190 days sight	3/5 1/2
Bank Bill at 2220 days sight	3/5 1/2
Bank Bill at 2250 days sight	3/5 1/2
Bank Bill at 2280 days sight	3/5 1/2
Bank Bill at 2310 days sight	3/5 1/2
Bank Bill at 2340 days sight	3/5 1/2
Bank Bill at 2370 days sight	3/5 1/2
Bank Bill at 2400 days sight	3/5 1/2
Bank Bill at 2430 days sight	3/5 1/2
Bank Bill at 2460 days sight	3/5 1/2
Bank Bill at 2490 days sight	3/5 1/2
Bank Bill at 2520 days sight	3/5 1/2
Bank Bill at 2550 days sight	3/5 1/2
Bank Bill at 2580 days sight	3/5 1/2
Bank Bill at 2610 days sight	3/5 1/2
Bank Bill at 2640 days sight	3/5 1/2
Bank Bill at 2670 days sight	3/5 1/2
Bank Bill at 2700 days sight	3/5 1/2
Bank Bill at 2730 days sight	3/5 1/2
Bank Bill at 2760 days sight	3/5 1/2
Bank Bill at 2790 days sight	3/5 1/2
Bank Bill at 2820 days sight	3/5 1/2
Bank Bill at 2850 days sight	3/5 1/2
Bank Bill at 2880 days sight	3/5 1/2
Bank Bill at 2910 days sight	3/5 1/2
Bank Bill at 2940 days sight	3/5 1/2
Bank Bill at 2970 days sight	3/5 1/2
Bank Bill at 3000 days sight	3/5 1/2

Hongkong—	100 3/4
Canton—	100 3/4
Shanghai—	100 3/4
Amoy—	100 3/4
Swatow—	100 3/4
Manila—	100 3/4
Batavia—	100 3/4
Sourabaya—	100 3/4
Calcutta—	100 3/4
Rangoon—	100 3/4
Singapore—	100 3/4
Penang—	100 3/4
Malacca—	100 3/4
Sumatra—	100 3/4
Java—	100 3/4
Celebes—	100 3/4
Moluccas—	100 3/4
Philippines—	100 3/4
Irian—	100 3/4
New Guinea—	100 3/4
Victoria—	100 3/4
Melbourne—	100 3/4
Sydney—	100 3/4
Auckland—	100 3/4
Wellington—	100 3/4
Christchurch—	100 3/4
Dunedin—	100 3/4
Invercargill—	100 3/4
Bluff—	100 3/4
Picton—	100 3/4
Nelson—	100 3/4
Greymouth—	100 3/4
Westport—	100 3/4
Lyttelton—	100 3/4
Port of Spain—	100 3/4
Georgetown—	100 3/4
Cayenne—	100 3/4
Kourou—	100 3/4
Sinnamary—	100 3/4

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office, Hongkong.

Authorized Capital—\$20,000,000

Reserve Funds—\$4,500,000

Sterling—\$3,500,000

Reserve Liability of Proprietors—\$20,000,000

Court of Directors:

G. M. DOWELL, Esq.—Chairman.

Hon. Mr. A. G. Lang, Esq.—Deputy Chairman.

D. G. M. BARNARD, Esq.—Hon. Mr. E. V. D. Barr.

A. M. BOWEN, Esq.—Hon. Mr. J. P. S. Barr.

G. T. M. EDWARDS, Esq.—Hon. Mr. J. P. S. Barr.

P. H. HOLYOAK, Esq.—Hon. Mr. J. P. S. Barr.

Chief Manager:

A. G. STEPHEN, Esq.

Manager (Shanghai)—G. H. STOTT, Esq.

LONDON BRANCHES:

LONDON COUNTY WESTMINSTER & PARKER BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local currency and sterling at rates which will be quoted on application.

Hongkong, March 2nd, 1922.

HONGKONG SAVING BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits allowed at the Minimum Monthly Balance at 2 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

A. H. BARLOW, Acting Chief Manager.

Hongkong, December 25th, 1922.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

Authorized Capital—\$2,000,000

Reserve Funds—\$2,000,000

Reserve Liability of Proprietors—\$2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. BROOKHART, Manager.

Hongkong, March 20th, 1921.

NEDERLANDSCH HANDELSMAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY.)

Established 1834.

A. Capital—F. 100,000,000 \$2,333,333

Reserve Funds—F. 20,000,000 \$466,666

Special Reserve—F. 21,445,200 \$493,433

Head Office—Amsterdam.

Branches at:

The Hague—Rotterdam.

Amsterdam—Batavia.

BRANCHES.

Randjermars—Medan—Singapore

Bandoeng—Padang—Bengkalis

Bombay—Pekalongan—Pekalongan

Calcutta—Pekalongan—Pekalongan

Cheribon—Pekalongan—Pekalongan

Djibouti—Pekalongan—Pekalongan

Djakarta—Pekalongan—Pekalongan

Kobe—Pekalongan—Pekalongan

Kaituma—Pekalongan—Pekalongan

Langkat—Pekalongan—Pekalongan

Correspondence at Colombo, Madras, Pondicherry, Rangoon, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc.

The Bank buys and sells and receives for collection bills of exchange, issues letters of credit, and carries on all other banking business in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GEORGE, Agent.

Hongkong September 4th, 1922.

SMOKED EVERYWHERE BY (NEARLY) EVERYBODY.

No. 7. Motoring.

"THE MIXTURE OF MATCHLESS MERIT."

GARRICK MIXTURE

Lambert & Butler, England.



THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE (DIRECT).

"EURYADES" 6TH NOV. London, Amsterdam & Antwerp.

"DEUCALION" 13TH NOV. London, Rotterdam & Antwerp.

"PHILOCTETES" 27TH NOV. London, Hull, Rotterdam & Hamburg.

"PYRRHUS" 4TH DEC. London, Amsterdam & Antwerp.

LIVERPOOL SERVICE (DIRECT OR VIA CONTINENTAL PORTS).

"ORESTES" 4TH NOV. Havre, Liverpool & Glasgow.

"YANGTZE" 20TH NOV. Genoa, Marseilles, Liverpool & Glasgow.

"DEMODOCUS" 1ST DEC. Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE (VIA KOBE AND YOKOHAMA).

"PROTESILAUS" 7TH NOV. Victoria, Seattle & Vancouver.

"ACHILLES" 5TH DEC. Victoria, Seattle & Vancouver.

NEW YORK SERVICE (VIA SUEZ OR PANAMA).

"BELLEROPHON" 25TH OCT. via Suez.

"TEUCER" 15TH NOV. via Suez.

PASSENGER SERVICE.

"PYRRHUS" 1ST NOV. for Shanghai & Japan.

"PYRRHUS" 4TH DEC. for Singapore & London.

"MENTOR" 23RD DEC. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.), AGENTS.

Ask Us about Canada.



SHOULD you require information about Canada's business, trade, natural resources, etc., we shall be pleased to supply you with information and data. In your business dealings with Canada we can offer you every banking facility through our chain of over 600 Branches.

The Royal Bank of Canada.

HEAD OFFICE: MONTREAL.

LONDON, ENG. NEW YORK, U.S.A.

PARIS, FRANCE. BARCELONA, SPAIN.

ASIA BANKING CORPORATION

AN AMERICAN INSTITUTION. CAPITAL U.S. \$1,000,000. SURPLUS U.S. \$1,000,000.

Controlled by a group of large American Banks and operated under laws of the Federal Reserve Bank and the New York State Banking Department.

Current and Savings Accounts and Fixed Deposits opened in U.S. Currency, Sterling, French, Piao and Local Currency upon application.

Through our correspondents in all parts of the world we are qualified to render an International Banking Service that is economical, accurate and prompt.

HEAD OFFICE IN THE UNITED STATES: NEW YORK.

HEAD OFFICE IN THE FAR EAST: HONGKONG.

BRANCH OFFICES:

PEKING, TIENTSIN, HANKOW, CANTON, HONGKONG, SINGAPORE, MANILA, SAN FRANCISCO.

D. M. BIGGAR, MANAGER.

THE MERCHANTS BANK OF INDIA, Limited.

HEAD OFFICE: 11, Gracechurch Street, London, E.C.4.

Authorized Capital—\$3,000,000

Subscribed Capital—\$1,800,000

Paid-up Capital—\$1,050,000

Reserve Fund—\$1,150,000

BRANCHES:

Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, Shanghai, Ceylon, Penang, New York, Singapore, Dacca, Karachi, Peking, Hankow, Kobe, Yokohama, Port Louis (Mauritius).

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

N. C. WILSON, Acting Manager.

7, Queen's Road Central, Hongkong, January 17th, 1922.

THE CHINESE MERCHANTS BANK, LTD.

司公銀有行銀商華

HEAD OFFICE: Alexander Building, Chater Road.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU, Chief Manager.

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 23rd of November, 1917.)

Authorized Capital—\$40,000,000.00

Paid-up Capital—\$2,777,800.00

Reserve Funds—\$6,007,678.00